PRACTICAL GUIDE TO GREAT BRITAIN AND IRELAND

PREPARATION COST ROUTES AND SIGHT-SEEING

VOLUME II
IRELAND
SCOTLAND

M·D·FRAZAR

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VOLUME II

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SMALL, MAYNARD & COMPANY
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PRACTICAL GUIDE TO GREAT BRITAIN AND IRELAND

PREPARATION, COST, ROUTES SIGHTSEEING

BY

M. D. FRAZAR

AUTHOR OF "PRACTICAL EUROPEAN GUIDE"

VOLUME II

IRELAND AND SCOTLAND

BOSTON

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"The use of travel is to regulate imagination by reality, and instead of thinking how things may be, to see them as they are."

DR. JOHNSON.

Chapter I.

THE HISTORY.

The history of Ireland is filled with legends and traditions. For centuries great tribes lived in various sections, and the stories of their mighty deeds have come down through the ages interwoven with true facts of history.

In prehistoric days a people came from the middle of Greece, and landed on the southwest coast. Together with the rude tribes they found here they made the population of the Age of Early Bronze. Next came a race from Scythia; these probably landed near Queenstown, as their leader died on the hill where the town now stands. An African people followed, then some British tribes; the last of the prehistoric races were the Scots.

The real history of Ireland begins with the Scots, in the fifth century, when it was called Scotia. They formed a strong tribe and invaded Britain. Scotland gets its name from them. The English called the country Eire- or Erin-land, from which came the name "Ireland." Juvenal, the great lawyer and poet of Rome during the reign of Domitian, wrote of this country and called it "Inverna." Ptolemy,

the geographer and astronomer of Egypt in the first century, also mentioned what he called "Ionerna."

When St. Patrick established the Christian Church in Ireland, in the fifth century, the country was under the rule of kings, who governed certain divisions. The King of southern Ireland lived at Tara, where there are many remains of this occupation yet to be seen. Tara became a sort of central seat of government, and assemblies were held here to confer on matters that concerned the whole country.

Norwegians came and settled along the east coast, landing near Dublin. This occupation, and their intermarriage with the native women, resulted in the mixture of race that gave to the Irish people their bold spirit of adventure, and wild, reckless disposition.

When the Danes came and settled among this mixed population, an added element of mystery and legend was introduced into the country, which can be traced in the old stories and songs that yet keep a firm hold on the hearts of the people. The Northmen brought about trade relations with Italy and Flanders, and Ireland became an important factor in the development of commerce.

Among the names famous in the history of

Ireland are Brian Boru, the O'Donovans, the O'Neills of Ulster, the O'Connors of Connaught, the O'Brians of Munster, and Prince O'Rourke. This last asked aid of Henry II of England, and so the English landed in Ireland.

The first English King to take under his dominion the entire country was Henry VIII. During the reign of Elizabeth there were rebellions in Ireland, as a result of which estates were forfeited and taken by the crown. These estates were bestowed upon English subjects, and many colonists went from England to Ireland. While James I was king serious rebellions occurred in the north of Ireland, and again estates were forfeited to the crown and divided among English and Scotch settlers. Further confiscations were made in the time of Cromwell. In 1801 the Irish Parliament was abolished and the union of Great Britain and Ireland took place.

THE COUNTRY AND PEOPLE.

The climate of Ireland is particularly enjoyable. There is not so much rain as in Scotland, but the country is always fresh and green, and has no sudden changes from heat to cold. In the South there is much clay and slate for-

mation, and the farming land is not so good as in other sections of the island. The visitor, however, hardly realizes this, as his journey usually begins at Cork, and from here on the country is beautiful. The hills are green and wooded, the valleys are fertile, the coast is indented with bays, and charming lakes abound. From Cashel, in Tipperary, to Limerick, there is a stretch of country called the "Golden Vein."

One of the special features of Ireland is the peat, which is used as fuel. The peat bogs are sometimes twenty-five feet deep, and they even reach a depth of forty feet in certain regions. The color is a light brown, a deep red, and a brownish black, according to depth and location. In the mountain sections it is a brown turf, often not more than twelve inches in thickness.

Where there is a deep peat bog there was originally a forest of oak trees; these were killed by mosses and twining vines. A forest of fir trees then grew up, and later died, combining to form, through the ages, the best quality of peat. Very often the lowest stratum is of hard wood, almost like coal. This is the bog-wood that is carved into all sorts of pretty articles which are offered for sale in Ireland.

There are said to be nearly three million acres

of peat bogs in the country. The peat is cut in the shape of bricks and stacked into piles to dry. It makes a good and aromatic fire. In cutting the peat in the central part of Ireland, skeletons of people and animals have been discovered; also canoes made from trees, gold and silver coins, various ornaments for the person, habitations built by the lake-dwellers, houses of logs, and the remains of wooden roadways.

The people of the south are happy-go-lucky, cheerful folk, full of wit and fancy and superstition. They take life easily, and make it as joyful as possible. There is much poverty and hardship. It is largely from the south of Ireland that the people of that country have come to America.

On the bold west coast, where the cliffs are sometimes a thousand feet high, the hardy natives climb to catch the sea-birds that make resting places among the crags. Deep valleys lie surrounded by vast limestone heights that look as if they had been fashioned by the hand of man. They are of a pink-gray in color, and rise in terraces and sharp slopes. Beautiful specimens of ferns and trailing plants grow wherever there is a handful of soil, and when the cliff towers against the blue sky in majestic

regular forms and the sun shines upon it, it seems to be a superb castle, with terraced gardens that drop to the valley.

The eastern part of Ireland is well populated and the people are prosperous. The coast towns carry on a good and active business, and the country inland is fertile. The people of this section begin to lose the individual characteristics that mark those of the South and West, for they come more closely in touch with outside influences.

In the North, the people are more like the Scotch. They have the thrift and energy that mark their neighbors. Belfast is an active, progressive city, building steamships and modern machinery, and making opportunities for her people in an immense linen industry. While in Dublin there is the element of literary culture in conjunction with material prosperity, in Belfast there is simply the energy and up-to-date suggestion of a modern city. The people are bright and active, alive to the importance of keeping pace with the outside world.

The naming of towns in Ireland is singular. There are 6700 in which "Bally" forms part of the name. It means "town." There are 3420 in which the name has "Kill," which means "church," or "cell." There are 1420

with "Lis"; 1300 with "Rath"; and 760 with "Dun." These last three words mean fortification or habitation. For example, there is Ballyshannon (Town on the Shannon); Killybegs (Little Church), for the word "beg" means "Little"; Dundrum (Habitation on a Hill). Curiously enough, the names for all these towns refer to the matter of human occupation and habitation.

THE BEST TIME TO VISIT IRELAND.

Summer is the ideal time for Ireland, as the resorts are then ready for patrons, the weather is settled, and the country in fine condition. The spring is very charming, and at that time one realizes why Ireland is called "The Emerald Isle." There is so much rain, the whole country is fresh and bright with new life, and all the undulating hills are a vivid green. The autumn is crisp and cool, with little rain, and short days full of sunshine. If one is fond of autumn, I would suggest the advantage of making the visit in Ireland just before returning to America.

Specially good arrangements for circular trips may be made from London or Liverpool. The journey could be made with circular

tickets, and the ship for return taken at Liverpool, either by the boat-train from London, or by going directly to Liverpool from Ireland.

Landing at Queenstown and Londonderry to Make a Tour.

If a traveller has decided to make a tour of Ireland, and, later, proceed to Scotland, the logical plan is to land at Queenstown. Berths may be engaged on ships as follows:

STEAMSHIP LINES FOR QUEENSTOWN.

BOSTON TO QUEENSTOWN.

Lines.	*Rates.*
CUNARD.	May 1 to July 15, $80 and up. Return, August 12 to October 24, $80 and up. July 16 to April 30, $65 and up. Return, October 25 to August 11, $65 and up.
WHITE STAR.	April 1 to October 31, $70 and up. Return, April 1 to October 31, $70 and up. November 1 to March 31, $55 and up. Return, November 1 to March 31, $55 and up.

NEW YORK TO QUEENSTOWN.

Lines.	*Rates.*
CUNARD.	May 1 to July 15, $82.50 and up. Return, August 12 to October 24, $82.50 and up. July 16 to April 30, $67.50 and up. Return, October 25 to August 11, $67.50 and up.

WHITE STAR.	April 1 to October 31, $90 and up. Return, April 1 to October 31, $90 and up. November 1 to March 31, $75 and up. Return, November 1 to March 31, $75 and up.

LANDING AT LONDONDERRY (MOVILLE).

If a traveller desires to land in northern Ireland and from Belfast or Dublin cross to Scotland or England, it is convenient to land at Londonderry. The port where passengers are landed is Moville on Lough Foyle.

The landing is made by tender, and train is taken for Londonderry, eighteen miles distant. Time, about forty minutes.

MONTREAL TO MOVILLE.

Line.	*Rates.*
ALLAN.	East-bound, $70 and up. West-bound, $70 and up.

NEW YORK TO MOVILLE.

Lines.	*Rates.*
ANCHOR.	June 1 to July 15, $60 and up. Return, August 1 to September 30, $60 and up. July 16 to May 31, $50 and up. Return, October 1 to July 31, $50 and up.
ALLAN.	East-bound, $35 and up. West-bound, $35 and up.

Advantages of first visiting Ireland.

There are certain advantages in first visiting Ireland, in the route of travel through the British Isles. The landing is made with ease and comfort, and one begins the journey among scenes of picturesque incident. If a visit in Ireland is made at the closing period of a journey, there is a certain anxiety about making connection with the ship for return; and there is more or less delay in settling one's self for the voyage on shipboard. Desirable seats at table are all engaged by passengers who left at the sailing port, and convenient bath-hours are all taken.

If, however, one feels obliged to sail from Queenstown, it would be well to write to the chief steward of the ship, addressing him at the steamship, Liverpool, in care of the Ship Company, and asking him to reserve desirable seats at the table. Enclose a fee of 4*s*. ($1.00). At the post offices in Great Britain and Ireland there are admirable forms for sending by mail small sums of money.

Chapter II.

QUEENSTOWN AND CORK.

The steamship passes Cape Clear; beyond is the village of Baltimore, which is the southern terminus of Ireland's railway lines; near the bold, rocky coast the steamship passes, with views of sheltered bays and small villages made up of fisher-folk, whose boats with painted sails make beautiful bits of color. Rolling hills of a rich emerald green crown the rugged coast-line. We see the white buildings used by the coast-guard; here and there a town, and many farms; we pass Fastnet Rock with its lights, Galley Head, and then the Old Head of Kinsale, a bold promontory with twin lighthouses.

In a few hours we pass between Fort Camden and Fort Carlisle, enter Cork Harbor, and are landed by a tender at Queenstown. This harbor is one of the largest in the United Kingdom, and could, it is said, give shelter to all the ships of the British navy.

There is an interesting historic fact connected with the harbor. On the left, just after passing one of the forts, a river enters the harbor, and near the mouth is a creek called Crosshaven. When Sir Francis Drake was

fighting the Spaniards and their "Armada," he was obliged upon one occasion to retreat. He got into the harbor, and around the point into this creek. Although the Spanish ships were following him, he escaped their discovery, and they spent several days in searching for him, without result. It was so remarkable a fact, the creek became known as Drake's Pool.

The "Invincible Armada" was a fleet of vessels equipped by Philip II of Spain, and sent to subjugate England. This fleet is described in Kingsley's "Westward Ho!" It comprised 132 vessels, with 3165 cannon, 8766 sailors, 2088 galley-slaves, 21,855 soldiers, 1355 volunteers, — who were noblemen and gentlemen with their attendants, — and 150 monks. The English fleet was under the command of Lord Charles Howard, Sir Francis Drake, and Sir John Hawkins.

Violent storms played havoc with the Spanish fleet, which was repeatedly dispersed and obliged to re-assemble. The real battle lasted about nine days in the channel, with victory for the English. When the Spanish fleet tried to escape by going around northern Ireland, a terrible storm destroyed many more of the vessels. The Spanish lost 35 ships and 13,000 men. A special medal was struck, by order of Queen

Elizabeth, inscribed "He sent out his arrows and he scattered them."

The first steamship that crossed the Atlantic westward sailed from Cork Harbor in 1838. The date was April 4, and the ship was the "Sirius." The voyage was made in sixteen days.

Important Facts.

The tender lands passengers for Queenstown at the Custom House, which is combined with the railway station. Queenstown is the port of Cork, only half an hour distant. The examination of baggage is quickly and courteously made. Passengers will be obliged to pay duties on tobacco, cigars, wines, and liquors, although small quantities of these will be allowed to pass.

Baggage.

A first-class railway-ticket allows 120 pounds of baggage free transportation in Great Britain and Ireland; a second-class ticket allows 100 pounds free; a third-class ticket 60 pounds free. It is impossible to give prices for overweight, as the charges are made on a basis of hundredweight.

When landing at Queenstown the baggage

will be checked to Cork, and by paying 6*d.* (12 cents) for each piece it may be forwarded directly to the hotel. It will go by rail, even if the passenger prefers to take the steamer route.

The baggage that was used on board ship — the heavy wraps, etc. — may be left on board the steamship, for storage in Liverpool, till orders are sent for its being put on board the ship upon which the passenger will return. If he returns by another line, orders may be sent for its forwarding to any port.

The purser gives a receipt for this baggage, and the keys should be left with it if there is any likelihood that it will be forwarded to another port, out of Great Britain or Ireland; for in that event the keys have to be sent with the baggage for the Customs examination. There is no danger of any loss in leaving or sending the keys. If an order is sent to forward this baggage to any other port or city, the receipt must be sent with the order. The most convenient way to travel through the country is with a medium-sized steamer-trunk and a suit-case.

Baggage may be left at the railway stations of Queenstown, or Cork, or forwarded to either station for storage till the traveller arrives to

claim it. In this event the baggage should be registered. A ticket of registration is given, and must be shown when baggage is to be forwarded or given up. The charge for baggage left at a station in this way is 2*d*. (4 cents) for each piece of baggage, and 1*d*. (2 cents) a day, after the first twenty-four hours.

When there are to be coaching trips and journeys broken by travel on the lakes, arrange to send the trunk to some convenient point to be visited, by the Parcel Delivery System, that is very reasonable in rates. The hotel porter will attend to this; give a small additional tip of 6*d*. (12 cents).

Provide yourself with labels or tags, and always put a fresh one on your trunk when sending it from one town to another. Have on it your name, and the station to which your baggage is booked, plainly written. Labels will be given a visitor at all hotels upon application to the chief porter. A package of baggage tags, however, should be taken with one, for use in travel.

If the passenger shows tickets at the railway station for the journey — say from Cork to Killarney — by any route, his baggage may be sent in advance without extra charge, except the 6*d*. (12 cents) to deliver it at his hotel.

Otherwise the baggage remains at the terminal station till claimed; and there is a small charge of *2d.* (4 cents) for the deposit of each piece of baggage, and *1d.* (2 cents) for each day it is stored, after the first twenty-four hours. Pay all porters *3d.* (6 cents) for handling a trunk, or *2d.* (4 cents) for a suit-case.

On all coaches 56 pounds of baggage is carried free.

Rates for Excess Baggage in Great Britain and Ireland.

There is no charge for excess baggage unless the amount reaches *6d.* (12 cents) or upwards.

	s.	*d.*	
Up to distances of 15 miles —per cwt.	1	4	($0.33)
16 to 30 miles	2	0	($0.50)
31 to 50 "	3	0	($0.75)
51 to 100 "	4	0	($1.00)
101 to 150 "	5	0	($1.25)
151 to 200 "	6	0	($1.50)
201 to 250 "	7	0	($1.75)
251 to 300 "	8	0	($2.00)
301 to 350 "	9	0	($2.25)
351 to 400 "	10	0	($2.50)
Over 400 "	11	0	($2.75)

From Queenstown.

If visitors are in a hurry to reach London, they may land at Queenstown and take the mail

train, *via* Dublin, which will save many hours. Baggage is forwarded with the passenger.

Queenstown is built upon the south shore of Great Island, in the harbor of Cork. Until 1849 the town was called Cove, but in that year Queen Victoria visited there, and in honor of the event it was named Queenstown. It is pleasantly situated on the slope of a hill and has many pretty villas and gardens, together with good hotels. The climate is soft and healthful, and it would well repay a visitor to remain a day on the island and take a trip by jaunting-car to some of the places of interest on Great Island, which is five miles long from east to west, and two miles wide from north to south. Within easy distance is an old church, Temple-Robin, where lies buried Tobin, the author of the fine old comedy of "The Honeymoon," much like the "Taming of the Shrew." Also there is the grave, in the old churchyard of Clonmell, of Rev. Charles Wolfe, the author of the familiar poem on the burial of Sir John Moore, who fell in Spain. The poem begins:

> "Not a drum was heard, not a funeral note,
> As his corse to the rampart we hurried."

Wolfe died of consumption at Cove in 1823.

There are three ways to reach Cork from Queenstown:

By rail direct, in half an hour. Ticket, 1st class, 1*s.* 2*d.* (29 cents); 2d class, 9*d.* (18 cents); 3d class, 6*d.* (12 cents).

By steamer to Passage, thence by rail to Cork. Tickets same price.

By steamer all the way to Cork. Tickets, 1st class, 9*d.* (18 cents); 2d class, 5*d.* (10 cents).

If possible, take the trip the entire distance by steamer. Some writer called this approach "the noble sea avenue to Cork."

There are views of villas, gardens, and parks on the right as we steam towards Cork, and soon a stop is made at Monkstown, a fashionable watering-place. Above it is the ruin of a castle that was built by a woman who was worthy to have lived in these days. The husband of this Anastatia Goold was in Spain, and she decided to build a home for the family. When the castle was finished it was said to have cost one groat, — 8 cents in our money. She had little money to work with, and she evolved the system of providing her workmen with food and lodging, and all necessaries, at a price she set herself. She was able to buy in large quantities, and made such a profit, the castle cost her only the one groat.

Half a mile beyond Monkstown is Glenbrook,

a watering-place, with baths; and then comes Passage, with some docks and warehouses, but a glance shows that the town is far from attractive. It cannot have changed any since Father Prout wrote: —

"The town of Passage
Is both large and spacious
And situated
Upon the say:
'T is nate and dacent
And quite adjacent
To come down from Cork
On a summer's day.

"Mud cabins swarm in
This place so charming,
With sailor garments
Hung out to dry;
And each abode is
Snug and commodious,
With pigs melodious
In their straw-built sty."

Here at Passage the train may be taken for Cork, only six miles distant. If the journey is continued by boat there is soon a view of Foaty Island on the right; and at the left, on a little promontory, rises Blackrock Castle that is a comparatively modern structure, built to supply a light for boats on the river. Americans will be interested in Blackrock, as it was from here that William Penn is supposed to have sailed for America.

And now the boat approaches Cork, passing the New Wall, a pleasant promenade with seats here and there, a band-stand, and Keeper's lodge; then a landing is shortly made at St. Patrick's Bridge. The river here divides into two branches, and Cork is well situated on both these. Its chief streets are St. Patrick's, the Grand Promenade, and the South Mall. It is difficult to believe that the first two fine streets are built over arches, above broad water-courses, and that the centre of the South Mall was once a river, where ships came up with the tide.

In these three streets the visitor will find much to entertain him. He will see the people of all classes, hear the rich brogue of the common people, catch many a joke and bit of humor, and see the shops. Many of the chief buildings are on the South Mall; especially notable are the Bank of Ireland, the Stamp Office, the principal banks, the commercial buildings, the Assembly Rooms, the Protestant Hall, and the Cork Library.

Great George Street is a new and fine street; and beyond, a little to the north, is Mardyke Promenade, nearly a mile long, close to the river and arched with fine elm trees.

The Cathedral of St. Finn Barr is a memorial of the origin of Cork. It stands on the south

side of the South Branch of the Lee, and occupies the site of the monastery founded by St. Finn in the seventh century, which became a famous institution. The present building is modern and elaborate. The interior has much rich carving, and the bishop's throne rests on a foundation of red Cork marble. The mosaics of the pavement in the chancel are made from marble brought from the Pyrenees.

St. Barr was bishop of Cork for seventeen years; he died at Cloyne, seventeen miles from this city, and his body was brought for burial to his church.

Queen's College is near this Cathedral, and occupies the site of an ancient abbey. The College was opened in 1849. Its position is commanding, as it is on a rock about forty feet above the level of the South Branch. It includes a library of more than twenty-five thousand volumes, a good museum, and a fine laboratory. Connected with the College is a Botanical Garden with a large plant house, and an observatory.

But the one point of interest in Cork is the Shandon Church; and this is due to literary associations. High in the church tower are the Shandon Bells that Father Prout so tenderly remembered when far away in Rome. He was

born in Cork, and in his early life his home was on Camden Quay, at the foot of the hill upon which Shandon Church stands. There is a touch of homesickness in the tender lines, and they hold a distinct place in literature.

"With deep affection and recollection
I often think on those Shandon Bells,
Whose sound so wild would, in days of childhood,
Fling round my cradle their magic spell.

. . . . . .

"On this I ponder, where'er I wander,
And thus grow fonder, sweet Cork, of thee;
With thy bells of Shandon, that sound so grand on
The pleasant waters of the river Lee."

"Father Prout" was the pen name of Rev. Francis Sylvester Mahony, who made literature his life work. He spent much time in Italy, but travelled in Egypt, Greece, Hungary, and Asia Minor. He was a remarkable linguist, and translated into French, Greek, Latin, and Italian many of Moore's poems, together with "The Groves of Blarney." It is said that Garibaldi's soldiers sang this latter song in the limpid, soft Italian, on the shores of their own lakes.

Father Prout was for a long time the Roman correspondent of the *London Daily News*. He finally settled in Paris, where he enjoyed the society of literary men, and there he died. His

body was taken to Cork and buried in the Shandon churchyard, close to the church walls; and high above his resting-place the Shandon Bells ring their musical songs. By giving a tip of four shillings to the attendant at the church, it is possible to have the chimes ring for the visitor.

Trip to Blarney Castle.

No visit to Cork is complete till a trip has been made to Blarney Castle. It is only half an hour by rail. Ticket, round trip, 1st class, 1*s.* 2*d.* (29 cents); 2d class, 10*d.* (20 cents). A coupon bought with the ticket for 3*d.* (6 cents) gives admission to the castle and grounds. But, if time allows, by all means take a jaunting-car for the trip. It is five miles to the Castle. The cost will be about five shillings, including the tip to the driver. Tell the driver to take you by the North Road; and after your visit at the Castle, tell him to drive to St. Ann's Hill, and to return to Cork by the way of Inniscarra Bridge, for the scenery is fine along the banks of the Lee.

At St. Ann's Hill is a famous hydropathic establishment that was founded in 1843. In 1856 was erected here the first hot-air or

Turkish bath in the United Kingdom, and it has made the spot very popular. There are beautiful views from the buildings, and the grounds are particularly attractive and embrace many acres of wood, through which are sheltered walks. There are tennis courts, croquet grounds, and golf links; also fine hunting and fishing.

The Blarney Stone is famous.

"If you kiss it, they say, from that blessed day,
You may kiss whom you please with your Blarney."

The present castle is built on the site of an older one that belonged to the MacCarthys, who were Princes of Desmond. The army of King William destroyed the fortifications and the castle, leaving only one tower standing. The tower is 120 feet high, and it stands in the "Groves of Blarney," where there are fine walks, —

"For speculation
And conversation."

The celebrated stone of Blarney is in the wall, a few feet below the battlement, on the north side. It had an inscription saying that the castle was built in 1446 by Cormack MacCarthy. To kiss this stone some one must hold the brave visitor by the feet while he hangs

head downward to reach the stone and kiss it. It was Millikin who wrote: —

> "The groves of Blarney, they look so charming,
> Down by the purlings of sweet silent brooks —
> All decked by posies that spontaneous grow there,
> Planted in order in the rocky nooks."

In 1825 Sir Walter Scott, Mr. Lockhart, his son-in-law, and Miss Edgeworth paid a visit to the castle. The traditions appeal to minds that enjoy romance.

Near the castle is a pretty lake. In this lake, the story goes, there are the treasures of an Earl of Clancarthy. At a time when foes stormed the castle the retainers escaped with these treasures, and threw them into the depths of the lake. Only three of the MacCarthys know the spot where they are concealed, and each one when dying reveals it to another of the family. This secret they will keep till the title of the family is restored and a MacCarthy is again the owner of the title of the Lord of Blarney. Another of the pretty legends is that early each May morning a herd of white cows come up from the depths of the lake and feed upon the meadows that border its banks.

Hotel Porters.

In all cities rely upon the hotel porter, or "the Boots" at boarding establishments, to give correct rate of fares for jaunting-cars or carriages. He will also give information relative to special public cars, and engage places, if so requested. He will also call and engage cars for the visitor, and will pay for same, with tips if desired, and have it put in the hotel bill.

Circular Trips.

It is an admirable plan to make circular trips from given points, both on account of the reduced cost in these, and the comfort and convenience of coming back to a headquarters. It is more expensive to keep moving from one hotel to another than to remain several days at one house. Better and cheaper arrangements may be made for extended time, and the ratio of tips is reduced materially with each added day's sojourn. When the desirable trips have been made, continue the journey, and, as far as possible, buy circular tickets. These are so much cheaper than tickets from point to point that it will often be to one's advantage to buy such a ticket, and perhaps leave part of it unused.

Even in this way, the journey will be made at a less rate than a single ticket would cost.

Buy tickets at the city office of the railway companies, or the stations. Engage them a day, or a few hours, before you wish to use them, so that there will be time to look them over to see if they are all right. In the large cities it will be convenient to buy them of Thos. Cook & Son, who will carefully explain the routes. Their Dublin office is at 118 Grafton Street, opposite Trinity College. In Belfast they are at 27 Royal Avenue.

Tours from Cork.

Trip No. 1. — Cork *via* Youghal, by steamer on the Blackwater to Cappoquin, rail to Lismore, Fermoy, and return to Cork *via* Mallow. Tickets, 1st class, 10*s.* 9*d.* ($2.68); 2d class, 8*s.* ($2.00). Good for six days from date of issue. Journey may be broken at Youghal, Cappoquin, Lismore, Fermoy, Mallow, and Blarney.

In starting upon this trip inquire in advance as to the time of sailing of the steamer from Youghal, as this depends upon the tide. If the steamer starts before noon, the trip can easily be made in one day. Leave Cork from Summerhill Station.

The harbor of Youghal is the mouth of the Blackwater, which is one of the largest rivers

in Ireland. Youghal is 28 miles from Cork, and its chief interest for Americans is in connection with Sir Walter Raleigh. After valuable service in repressing a rebellion he was given a grant of land, and this included "Myrtle Grove," a house of perfect Elizabethan style, which one may visit. The chief rooms are wainscoted with oak, and many of the panels are finely carved. The chimney-piece in the drawing-room has some grotesque figures carved among very beautiful designs.

It was in the old-fashioned garden of Myrtle Grove that Sir Walter planted the potato root from Virginia. They still tell the story in Youghal of how the little apples on the stalk were first gathered and cooked, and how unpleasant they were to the taste. The plants were considered of no service and were pulled up to make place for some other crop. It was then the tubers were discovered in great quantities. When cooked they were found to be so good that the fame of the potato spread through the country. From this small garden, and this one crop, Ireland gained the food that has been of such value to her people.

Sir Walter Raleigh was Mayor of Youghal for two years, in 1588 and 1589; but he sold the property in 1602 to the great Earl of Cork,

who is buried in the church of St. Mary. The great Earl of Cork was Richard Boyle, born at Canterbury, England, in 1566. He settled in Ireland, acquired vast estates, and held high political positions. In 1620 he was created Earl of Cork. He had seven sons. He founded or rebuilt the towns of Bandon, Clonakilty, Baltimore, Youghal, Middleton, Castlemartyr, Charleville, and Doneraile.

Taking the steamer at Youghal Quay for the trip of two hours up what is called "the Irish Rhine," we pass under the bridge that connects the counties of Cork and Waterford. Just beyond the bridge, at the left, there is the ruin of a building that was founded by the Knights Templars in 1183; and beyond, the scenery is beautiful, with fields of corn, meadows, cottages, and groves of firs. And then come more ruins: on the right, Temple Michael, once a fortress of the Fitzgeralds; on a small islet near this, the remains of the Abbey of Molanfides, founded in 501 by St. Fachnan. There is a rather modern statue of the saint in the cloister, and it is believed that Raymond le Gros, the great Templar, is also buried in the abbey. Just before the river widens into what seems a lake, there is a fine modern estate called Ballinatray, the lawn sweeping down to the river. The lake

is called the Broad of Clashmore, from the name of a village here; there is a beautiful view that well repays one for the journey.

Beyond the lake is the ruin of old Strancally Castle; here is said to be the deepest part of the Blackwater. There is a story that from this old castle there is a subterranean passage that connects with what is called the "Murdering Hole," the deepest point in the river. It was here that one of the Desmonds flung the bodies of his enemies. Not far away is New Strancally Castle. It is a handsome Gothic structure, with woods all about it, above which one sees the battlements and towers.

Dromana Castle is built some seventy feet above the river, with fine gardens and woods, while in front of it is a little island covered with drooping ash trees and willows.

Near the modern castle are some ruins of an old castle of the Fitzgeralds, and this was the birthplace of Catherine, Countess of Desmond, who lived to be one hundred and forty years of age — the story goes. On the left we now see the old Castle of Tourin, and a modern castle of the same name. And then Cappoquin appears in the distance, and there is a view of Mt. Mellery Abbey, founded by monks of the Trap-

pist order who were expelled from France at the time of the Revolution.

If time permits it will repay a visitor to drive to the abbey, and they will be cordially received. The monks live entirely on a vegetable diet, never sleep longer than six hours, work constantly, drink nothing but water, and never speak with one another. A few of the brothers are allowed to break this last rule, as they teach, attend to what business is necessary in connection with the abbey, and receive and attend to visitors. It was a Sir Richard Keane of Cappoquin who gave the monks the land where the abbey stands. It was a wild, desolate section of mountain, and the work they have done upon it is notable. It is highly cultivated and shows the results of constant labor.

It is only four miles from Cappoquin to Lismore, by rail. The great object of interest at the latter place is the Castle of the Duke of Devonshire, which may be visited. It occupies the site of one of the old universities of Ireland, which had four thousand students. It was here that Alfred the Great was educated. The property came by marriage into the possession of the Dukes of Devonshire, through the Earls of Cork. There are towers here named for King James and King John, with historic associa-

tions, which add to the grandeur of the Castle. The situation is superb, close to the river and high upon its banks, with a quaint old bridge that spans the stream. One may visit the court-yard, the drawing-room, the splendid ballroom, and the turret of King James' tower, for the view. The gardens, also, are open to visitors, and the conservatories, filled with rare plants.

Fermoy is fifteen miles from Lismore. It is an important military station, and this gives activity to the town in a business way. It has a cathedral and college. Only a short visit need be paid Fermoy.

It is a short journey from Fermoy to Mallow, and a pause should be made here for a drive of two hours to the ruins of Kilcolman Castle. It was here that Edmund Spenser lived, and where he wrote nearly all the "Faerie Queene." Raleigh often visited him here —

> ". . . amongst the coolly shade
> Of the green alders by the Mulla's shore."

The "Faerie Queene" is a metrical romance in six books. The first treats of the Red Cross Knight and the victory of holiness over sin; the second is the legend of Sir Guyon, illustrating the golden mean; the third is the legend of Britomartis, with pure love for its theme,

Britomartis representing Queen Elizabeth. The other three books treat of Fidelity, Justice, and Courtesy. Kilcolman Castle was burned during the Tyrone rebellion, in 1597. It is only thirty-seven minutes between Mallow and Cork.

"*Prince of Wales Route.*"

Trip No. 2. — Cork, rail to Bantry, coach to Glengariff, Kenmare, and Killarney; thence by rail to Dublin. Tickets, 1st class, 51*s.* 3*d.* ($12.81); 2d class, 43*s.* 3*d.* ($10.81); 3d class, 30*s.* ($7.50). Three trains leave Cork, from the Albert Quay Station, week days, for Bantry. The usual hours are 9 A. M., 12 M., and 4 P. M.

Bantry is a small, characteristic Irish town at the head of Bantry Bay, and the railway line ends here. All about the neighborhood are beautiful views, and several pillar stones and cairns. The cairn is a heap of stones piled in conical form. They were monuments erected by a tribe or family upon the death of a chief. An old Irish law of the fifth century orders a fine of three three-year-old heifers for not erecting a cairn when a chief dies. Pillar stones were also monumental stones. Near the town is the fine estate of the Earl of Bantry, called Bantry House. Visitors are admitted upon request, and to see the rare tapestries repays one for a visit.

The coach for Glengariff leaves Bantry upon arrival of the trains, but one may wait over for a later coach, by arranging for seats in advance. The drive to Glengariff, eleven miles distant, is one of singular charm. The road for a long distance skirts the bay, with views of Whiddy Island and the small group of the Chapel Islands; mountains rise in the distance, one of which is called Sugar Loaf.

A mile beyond Bantry we cross the river Mealagh, where there are some falls called Dunnamark. In the reign of King John a castle stood here, and one of the cherished traditions of the country is, that right here the first human being touched foot on Irish soil.

Another river is soon reached, the Owvane, and here we meet the road that leads from Macroom to Glengariff; and again we cross a river, the Coomhale, which is a mountain stream where there was, in prehistoric days, a large glacier.

The coach first stops at Roche's Hotel, in its own fine grounds, affording superb views of Glengariff Harbor and the Caha Mountains. After leaving the passengers for this hotel the coach goes on one mile further, to Eccles Hotel, at the head of the harbor. Passengers are obliged to stay the night at Glengariff, but, if

possible, the time should be prolonged, there is so much to enjoy in this "Rugged Glen," — which the name means. It has an irregular background of mountains, with the bay as a foreground, stretching to the sea. Numerous small rocky islands are dotted here and there in the bay, the largest of them, Garnish, containing the ruins of an old tower. The climate is soft and mild; geraniums and other flowers bloom out of doors the year around. The rocks along the shore have plants and flowers and trailing vines growing in crevices where any soil accumulates; delicate birch-trees, and rich holly grow everywhere along the shore.

The trip is continued by coach to Kenmare, twenty-one miles beyond. We pass through the village of Glengariff, by one of the small estates of the Earl of Bantry, then have a view of a sheer precipice called "Eagles' Nest." The story goes that two eagles — and never any more — dwell on the summit. Then we have another view of Bantry Bay, and the Prondly valley at our left, with the pretty lake of Barley above it.

By long, winding curves we ascend the Esk Mountains; we go through a tunnel two hundred yards long, under what is called "Turner's Rock," and thus pass from County Cork into

County Kerry. A beautiful view lies before us as we drive out of this tunnel. We see the long line of ragged, rocky peaks that form the Macgillicuddy Reeks, Mangerton Mountain, and the tops of the Paps, while before us extends the Sheen Valley that stretches to Kenmare, which we reach by a suspension bridge.

There is a wait of half an hour at *Kenmare*, which is a small town, with remains of an old Cromwell fort and the traces of a Druids' circle. At this place, near the hotel, there is an industrial school conducted by an order of nuns called the Poor Clares. This offers an admirable opportunity to buy very fine Irish point lace, Irish guipure, and a fine imitation of Spanish lace. There are often rare bargains to be found here. It was one of the nuns of this community who wrote a history of the "Kingdom of Kerry," that is a valuable aid in the study of Ireland's historic past.

It is a drive of twenty-one miles to Killarney, with fine views all the way, till we reach Windy Gap, the highest point on the road. This is six miles from Kenmare. Beyond the Gap we see the Killarney mountains. At the left are the Reeks, with the Gap of Dunloe, the Purple Mountains, and the Tomies. On the way down to Killarney we pass the Eagle's Rock, looking

like one of these huge birds, then get our first view of the celebrated Lakes of Killarney, and the majestic Torc Mountain.

Killarney.

Killarney itself is only a small town, with a few uninteresting public buildings, and is about a mile and a half from the Lower Lake. There is endless variety in the scenery among the famous Lakes of Killarney, with their setting of mountains and wooded heights.

While a day is all too short to devote to this region, it is far better than to miss it entirely. There is a record proudly kept at the Lakes that Prince Napoleon "did" them in a day, over the following route: From the Lower Lake he went to Torc Waterfall and the Mulgrave Barracks, for the fine view of the three lakes; then to Derrycunihy waterfall, and took a boat through the Upper Lake to see Eagles' Nest and the Long Range; then by the Old Weir Bridge to Dinish Island. Here he took fresh horses. He next visited Innisfallen and Ross Castle, and landed at his hotel at 7 P. M. This was certainly a strenuous day, but it must have well repaid the visitor.

Around Killarney.

A public coach leaves the Great Southern Hotel at 11.30 A. M., for a drive to points of interest around Killarney. The first stop is made at Muckross to visit the picturesque ruin of the abbey. It was the Franciscan Order that founded the abbey, under the protection of the MacCarthys, Princes of Desmond. In addition to the abbey ruins there is part of the church, with the remains of the nave, transept, and choir. In the cloister is a rare old yew-tree, around which the hardy ivy has grown. In the ruins of the abbey kitchen is a huge fireplace where one John Drake, a hermit, once lived for eleven years. Among the old chiefs who are buried in the church are an O'Sullivan, a MacCarthy, and an O'Donoghue. Muckross belongs to Lord Ardilaun.

The drive is continued along the shore of the Middle Lake, passing the Colleen Bawn Rock, to Dinish Island, thence to the Tunnel on the road to Kenmare. Stop to see the view from the Tunnel. From here drive to the Cottage and Waterfall of Derrycunihy, which is the shooting-lodge of the Earl of Kenmare. Later visit the Torc Waterfall. Return to the hotel at 4 P. M. Fare, 4*s.* 6*d.* ($1.12); estate tolls

are not included in this fare. Seats on the coach and luncheon must be ordered before 9.30 A. M.; the hall porter of the hotel takes the orders.

Another trip for a day is to take a coach from the Great Southern Hotel, that leaves at 10.15 A. M. Order seats and luncheon as previously stated. Drive to the Deer Park of the Earl of Kenmare and to the Heights of Aghadoe, stopping to see the ruins. Thence drive to Mahoney's Point. Take boats here for O'Sullivan's Cascade, passing, on the right, Brown Island. There are three falls in this cascade, which is beautiful. Luncheon is served here, and at 2 o'clock the boats pass through Lower Lake, in view of the Tomies Mountains, Flesk Castle, and Killarney House. The boats pass Stag and Burnt Islands, the shore of Muckross, and Cow and Rough Islands. Get a good view of the Devil's Punch Bowl, and proceed to Ross Island and Ross Castle. Here the coach meets the party and the hotel is reached about 5.30 P. M. Fare 7*s.* ($1.75); estate fees not included.

Ross Island belongs to the Earl of Kenmare, and is beautifully laid out with drives and walks, summer houses, and tastefully arranged beds of flowers. It is not really an island, for a strip of land connects it with the shore. The

castle is an ivy-covered ruin, from the top of which there is a comprehensive view. It was built by the O'Donoghues, sustained a long siege with the English, and was the last to surrender in Munster. An old prophecy had foretold that Ross should fall when surrounded by ships of war. Boats were brought from Castlemaine and launched on the lake, proceeding against the castle, and then came surrender.

The most important trip immediately about Killarney is to the Gap of Dunloe. A coach leaves the Great Southern Hotel at 10.15 A. M., an order for seats and luncheon having to be made in advance. For six miles the drive is along the north side of Lower Lake, and then Kate Kearney's Cottage is reached. Ponies — which have to be ordered in advance, and which cost 3*s.* 6*d.* (87 cents), including the boy — are taken for the Gap.

It is usual for the visitor to be offered glasses of potheen at this point in the trip. Potheen is a mixture of goat's milk and whiskey, and is also called a "Southerer," and "Mountain Dew." In spite of the bitter poverty of the peasants who run along by the ponies to offer this refreshment, they are ready with witty remarks and jokes, and are part of the experience of the day.

The Gap of Dunloe is a narrow defile four miles in length. Through it the river Loe rushes, and following this stream is a narrow pony path. Bold, ragged cliffs enclose this defile, and it is a gloomy, yet impressive journey through it. At the upper end of the Gap there is a superb view of the mountains and the Black Valley.

Luncheon is served before taking the boats at the head of Upper Lake. This lake is extremely beautiful in its setting of mountains, that come directly down to the water. Twelve small islands that dot the lake add not a little to its beauty.

The "Long Range" connects the Upper and Middle Lakes; it is a short river two miles in length. Then we see Eagles' Nest, rocks seventeen hundred feet high, where there are some wonderful echoes. The sound of a bugle note is repeated ten or twelve times, thrown back from mountain to mountain, and gradually dying in a far, faint sound.

The "Meeting of the Waters" is at the end of Long Range; then come the Old Weir Bridge and O'Sullivan's Punch Bowl. Through Middle Lake we enter the Lower Lake, with Innisfallen and Ross Island. At this point the coach is again taken for the hotel, arriving

about 5 P. M. Fare 7*s.* ($1.75), estate tolls not included.

Daily trips are made at 3.30 and 5.30 P. M., from Ross Castle to Innisfallen Island. Fare 1*s.* 6*d.* (37 cents).

Innisfallen Island.

Tom Moore has made Innisfallen enchanted ground for the traveller. He sings of it and bids it farewell: —

> "Sweet Innisfallen, long shall dwell
> In memory's dream that sunny smile,
> Which o'er thee on the evening fell
> When first I saw thy fairy isle."

The island is beautifully wooded, with evergreens, hollies, oaks, and ash trees. There are twenty-one acres in it, and the views are varied and charming. There are ruins of an old abbey, where the "Annals of Innisfallen" were written, giving valuable historic data. The original "Annals" are in the Bodleian Library, at Oxford, and are at least six hundred years old.

Jaunting-Cars for Private Hiring.

From Great Southern Hotel, Killarney.

Landaus, victorias, broughams, and wagonettes may be obtained at short notice. Boats and guides for private hiring, by the day.

Boat, with two oars and men, 10*s.* 6*d.* ($2.62).

Boat, with 4 oars and men, £1 1*s.* ($5.25).

Boat, with 2 oars and men, and a fisherman with tackle, 12*s.* ($3.00).

Guide, 5*s.* ($1.25).

To visit	How far, miles.	How long, hours.	Car for 1 or 2.	Car for 3 or 4.
Ross Castle and half-fare return,		½	1*s.* 6*d.* ($0.37)	2*s.* ($0.50).
Muckross Abbey,	6	1½	4*s.* ($1.00)	5*s.* 6*d.* ($1.37).
Lord Kenmare's Home Park,	5	1	4*s.* ($1.00)	5*s.* 6*d.* ($1.37).
Lough Kittane, Robber's Den, Glen Flesk by Killaha Castle,	26	5	10*s.* ($2.50)	14*s.* ($3.50).
Queen's Drive, through the celebrated Deer Forest and Torc Waterfall,	15	3½	10*s.* ($2.50)	12*s.* ($3.00).

Size of Lakes of Killarney.

Lower Lake, 5,001 acres.
Middle Lake, 680 acres.
Upper Lake, 430 acres.
Lower Lake, 5 miles long, 2½ miles broad.
Middle Lake, 2 miles long, 1 mile broad.
Upper Lake, 2½ miles long, ½ mile broad.

The time from Killarney to Dublin, *via* Mallow and Limerick Junction, is about eight hours. Just beyond Limerick Junction, Dundrum is passed, with about 2,400 acres, on both sides of the line, the property of Lord Hawarden. The house is built in the Grecian style, and there is a fine deer park.

At Thurles a stop may be made to visit two of the most important places in Ireland, — Holy Cross Abbey and the Rock of Cashel. Write in advance to the manager of the Hotel Munster, Thurles, to have a jaunting-car (or coach if there is a party) at the station upon the arrival of the train.

Thurles is an ancient town where in the tenth century the Irish were defeated by the Danes. Aside from the cathedral, there is a college and convent of Ursuline nuns.

Four miles beyond Thurles is Holy Cross Abbey, that was founded by one of the Munster kings, Donald O'Brien, for Cistercian monks; and three great bishops witnessed the ceremony: Gregory, of the Holy Cross; Maurice, Archbishop of Cashel; and Britius, Bishop of Limerick. This was in 1182. King John confirmed the charter, and Henry III took the abbey under his protection. The abbot, as Earl of Holy Cross, was a peer of the parliament. It was a

famous place for pilgrimage for all the country. At the time of the Reformation it was dissolved, and the whole valuable estate was given to the Earl of Ormond for rent of £15 ($75) a year. The ruins comprise part of the choir, the cloister, chapels, and remains of the abbot's house.

Eight miles beyond is Cashel, once the residence of the Kings of Munster. St. Patrick himself is said to have founded its church. The Rock of Cashel is crowned with ancient ruins. The country all about is a wide, rich plain, and the "Rock" rises abruptly from this. The ruins are most imposing, including remnants of a cathedral, a palace, a round tower, and a huge stone cross. Cormac MacCullinan was king and archbishop, and spent most of his life in the monastery. He was seventy years old when he became king, and reigned only five years, dying in 908. Persons who are interested in architecture will find a rich store of enjoyment in the study of these ruins. The round tower on the Rock is ninety feet high and has no relation with the ruins. It is supposed to be far older than the group of monastic buildings. It was at a synod in Cashel that the first action was taken, in 1172, whereby England became ruler of Ireland. There are some modern buildings, a barracks, courthouse and mar-

ket, and fine views that extend over the fertile plain.

Returning to Thurles to resume the journey, we pass Maryborough, named for Queen Mary of England, and the most important town in Queens County; beyond is Monastereven, where a stop may be made to visit Mount Mellick, which is six miles distant. There is a colony of Quakers here, who conduct an excellent school for poor children; they manufacture a fine quality of woollen goods, notably tweeds and Irish friezes.

Kildare is noted for the convent erected by St. Bridget, called "the holy fane of Kildare." For over eight hundred years a holy light was kept burning, but in 1220 it was put out by an archbishop of Dublin. The nuns again lighted it, and kept it bright till the time of Henry VIII, when it was again extinguished. In the churchyard, near the cathedral, is a round tower over one hundred feet high. The battlemented parapet is not the original top, which was shaped like a cone.

We are now at Clondalkin, only four and a half miles from Dublin. There is here a particularly fine round tower, with a conical top one hundred feet high, and one may go to the top inside by ladders. There are about one hun-

dred and twenty of these round towers in different parts of Ireland, eighteen of which are nearly perfect. They were built from the eighth to the thirteenth centuries, and were places of refuge and watch-towers. They were evidently built by Christians, as they were usually near churches and had rude crosses and Christian emblems as decorations. The doorway was from six to twenty feet above the ground, and admittance was gained by ladders. There were various floors within, also reached by ladders. The windows were high up, small and narrow. Dublin (Kingsbridge Station).

Parknasilla.

Trip No. 3. — Cork, rail to Bantry, coach to Glengariff and Kenmare, coach to Parknasilla, Waterville, and Valentia Harbor. Ferry to Valentia Island; return to Valentia Harbor and take train for Cahirciveen, Caragh Lake, and Killarney. Tickets, 1st class, 63*s.* 6*d.* ($15.87); 2d class, 54*s.* ($13.50); 3d class, 39*s.* 9*d.* ($9.93). The ferry from Valentia Harbor to the Island of Valentia, three-quarters of a mile, is not included.

Follow the route for Trip No. 2 to Kenmare. Two coaches leave Kenmare for Parknasilla, at 2.30 P. M. and 4.30 P. M. Due at Parknasilla at 4.30 P. M. and 6.30 P. M. The drive from Kenmare is ideal in charm. Stay the night at Parknasilla.

This beautiful spot is on the northern shore of Kenmare Bay, sheltered and protected from cold winds and getting the full benefit of the balmy influence of the Gulf Stream. It is an

ideal spot for invalids, or for travellers who seek only the charms of nature, with comfortable surroundings. There is much attraction at Parknasilla for a protracted stay.

A coach leaves for Waterville at 10 A. M. and is due there at 1.30 P. M., when there is a stop for luncheon. At 2.45 P. M. the coach starts for Valentia Harbor and arrives about 4 P. M.

Waterville lies on a narrow stretch of land between Lough Currane (a fresh body of water, where the fishing is excellent) and the Atlantic. It is a pretty village, and for one who loves to fish, climb mountains, tramp among hills, bathe in the sea, and drive over enchanting routes, endless enjoyment is offered. There are also prehistoric remains to study, the beehive-shaped house where St. Finian lived, and some ruins of a church of the sixth century, dedicated to this saint.

At Valentia Harbor take the ferry for the Island of Valentia. On this island is the station of the Atlantic cable from America. Upon request one may visit the station and see the working of the cable. The chief town on the island is Knightstown, so named in honor of the Knight of Kerry, who owns Valentia. A traveller may visit Glanleam, the residence and gar-

dens of the Knight of Kerry. The largest fuschia tree in the world is to be seen here. The lighthouse is built upon rocks where Cromwell's fort once stood.

Bray Head is a mass of rock rising one thousand feet straight from the sea. Wonderful caves lie all along the bold cliffs, where through the ages the sea has eaten its way.

Off Valentia, nine miles southwest of Bray Head, are the wild, rocky Skelligs. The Great Skelligs is 710 feet straight up from the sea; on the cliffs are two lighthouses, one 650 feet, and the other 317 feet in height. The roaring and booming of the sea here at Valentia make a sublime music, and a visit to the island will be an abiding memory.

Return to Valentia Harbor and proceed to Cahirciveen, and Caragh Lake, thence to Killarney, by train. Caragh Lake, with its grand and beautiful surroundings, invites a traveller to make a stop. Caragh is a paradise for fishermen, where salmon and trout abound. It is only two and a half miles from Cahirciveen to Killarney, and ten minutes from Valentia Harbor to Cahirciveen.

Trip No. 4. — Cork, rail to Killarney, *via* Mallow. Tickets, 1st class, 25*s.* 9*d.* ($6.43); 2d class, 19*s.* 5*d.* ($4.85); 3d class, 11*s.* 10*d.* ($2.95).

Trip No. 5. — Cork, rail to Macroom, coach to Glengariff, Kenmare, Parknasilla, Waterville, Cahirciveen, rail to Killarney and Dublin. Tickets, 1st class, 67*s.* ($16.75); 2d class, 57*s.* 6*d.* ($14.37); 3d class, 45*s.* 6*d.* ($11.37). Leave Cork by rail for Macroom, one hour distant.

Six and three-quarters miles beyond Cork there is the town of Ballincollig, where there are barracks for both infantry and cavalry. There is also the ruin of an old castle of the time of Edward III.

Nine and three-quarters miles beyond Cork there is seen, on the right, just after passing Kilumney, a ruin that was once the Abbey of Kilcrea, founded by the Franciscan Order, in 1465. The abbey is used as a burial-place by the country people, and is full of bones and skulls. Almost connected with the abbey ruins there may be seen part of a castle built by the MacCarthys. The Earl of Bandon uses, as a shooting lodge, part of the old MacCarthy Castle that is opposite Croonston.

On the right is a picturesque ruin, once the residence of the Baldwins, called Lissarda Castle. Beyond, a short distance, there appears Warren's Court, where there are artificial lakes. Then the river Lee is crossed, at Dooniskey, and the next place is Macroom, — a market town, at the foot of Sleveen Hill. In the time of King

John the Carews built a castle here, and in this Macroom Castle Admiral Penn, the father of William Penn, was born.

The coach leaves Macroom upon the arrival of the train, and goes to Inchigeela, one and a half hours distant. Stop for refreshments. Later proceed to Glengariff. Remain there over night and the next day proceed to Kenmare. After luncheon proceed to Parknasilla by coach, where there will be a stop for the night. The next morning take coach for Cahirciveen, and by rail go on to Killarney. (See page 37.) By rail from Killarney proceed to Dublin. (See page 67.)

One Day Trips from Killarney.

Trip No. 1. — Killarney, rail to Kenmare, coach to Killarney. Tickets, to include driver's fee, 1st class, 9*s.* ($2.25); 2d class, 8*s.* ($2.00); 3d class, 7*s.* ($1.75).

Trip No. 2. — Killarney, rail to Caragh Lake, rail to Killarney. Tickets, 1st class, 6*s.* ($1.50); 2d class, 4*s.* ($1.00); 3d class, 3*s.* ($0.75).

Trip No. 3. — Killarney, rail to Valentia Harbor (see page 000), rail to Killarney. Tickets, 1st class, 10*s.* ($2.50); 2d class, 8*s.* ($2.00); 3d class, 5*s.* ($1.25).

Trips from Killarney.

Trip No. 4. — Killarney, rail to Listowel; by the "Lartigue" (mono-rail) Railway to Ballybunion on the west coast. Return by same route to Killarney. Tickets, 1st class, 8*s.* ($2.00); 3d class, 4*s.* ($1.00).

The route to Listowel, which is thirty-nine miles from Killarney, is *via* Tralee. Tralee is a market town, and is also a seaport. It is the chief place in County Kerry, and dates from 1213 and the founding of a Dominican monastery. The town charter dates from the time of James I. It has some good public buildings, including infantry barracks and two hospitals, and is connected by a ship-canal with Tralee Bay, thus maintaining commercial relations that make it a prosperous town. It is twenty-one miles from Killarney. County Kerry has a beautiful coast line, and there is a most attractive trip to be made by a light railway from Tralee to Dingle, a distance of thirty-one and a quarter miles.

Listowel is eighteen miles from Tralee and is a pretty town, but contains nothing of attraction to detain a traveller. The train connects with the unique "Lartigue Railway," of a single rail, that takes a visitor to Ballybunion, a quite popular watering-place on the coast, near the mouth of the Shannon River. The two cars of this railway are hung on the single rail as panniers are hung over a donkey's back; it is necessary that the cars should balance, so there is often quite an amusing experience in the railway guard's efforts to equalize the weight, by

changing passengers from one car to another before starting. This railway was opened in February, 1888. The one rail is elevated on trestles, and the distance covered is ten miles.

Ballybunion is notable for its splendid cliffs and vast and interesting caves. In these last there are intricate passages through which boats may go; and for a long distance these passages are parallel with the coast, so that a boat may proceed along there, instead of outside, on the sea.

Trip No. 5. — Killarney, rail to Mitchellstown, and return to Killarney. Tickets, 1st class, 8*s.* ($2.00); 3d class, 4*s.* ($1.00). Jaunting-cars at Mitchellstown for the caves, 2*s.* ($0.50) each person.

The route to Mitchellstown is *via* Mallow, Fermoy, and Ballyhooley. (See page 53.) At Ballyhooley is the picturesque ruin of Corvenmore Castle, which is covered with ivy, and internally restored to look as it did in ancient days.

Ballyhooley is five miles beyond Fermoy, and Mitchellstown is four miles beyond Ballyhooley.

At Mitchellstown take a jaunting-car for the caves. These are very curious, and the forms of the calcareous matter in certain places resemble an organ, a drum, a pyramid, and other special objects. There are some fine stalactites,

and the floor of one of the caves is covered with large blocks of limestone that have four triangular faces. The Earl of Kingston owns the property that includes these caves, and his Mitchellstown Castle is a handsome modern building that cost about £10,000 ($50,000).

Trip No. 6. — Killarney, rail to Tralee, Listowel, Limerick, Castleconnell, Killaloe, and return to Killarney. Tickets, 1st class, 30*s.* 6*d.* ($7.62); 2d class, 19*s.* 3*d.* ($4.81); 3d class, 13*s.* 6*d.* ($3.37). From Killarney to Listowel, see page 52.

Beyond Listowel is Adare, about half a mile from the railway station. Adare Manor is the residence of Lord Dunraven, and one of the handsomest in Ireland.

Limerick is a city of forty-six thousand inhabitants, and is up-to-date and progressive. The situation is fine, being on both sides of the river Shannon, about eighty miles from the sea; it has a notable history. The Danes founded it about the year 900, and made it a busy port. When Brian Boru drove out and subdued the Danes and became King of Munster, he made Limerick his royal residence. In 1174 the English took it, and in 1179 Henry II gave it to Herbert Fitzherbert. The Irish chiefs, however, got possession of it again, but in the reign of King John it was again taken by the English, the English town was founded, and the old

castle built to defend it. It is really on an island. In 1651 Henry Ireton, the general in the parliamentary army, succeeded in taking it, and a long and unsuccessful siege followed, which ended in the famous treaty which has given Limerick the name of " the city of the violated treaty."

Many historians claim that modern Ireland is founded on a broken promise. There was a clause in the original treaty that would have protected the property rights of the majority of the Catholics. This clause was left out in the treaty that was actually signed, and the Irish Parliament kept strictly to the wording of the document. Through this action more than one million acres of land were forfeited.

Ireton was the son-in-law of Cromwell, having married his daughter Bridget. During the siege of Limerick he worked so hard and neglected so entirely all precautions as to his own health that he was stricken with a fever and died in November, 1651.

Limerick is the oldest corporated town in Ireland, having received a charter in 1609. The castle is close to Thomond Bridge, and its grim old walls yet bear the marks of war. Some barracks have been constructed for use within the castle walls. Thomond Bridge connects Eng-

lish Town with a part of the city called Irish Town, which is in County Clare. On the County Clare side of the bridge is the "Treaty Stone," upon which the articles of capitulation were signed in 1691. The stone was re-erected on this spot in 1865.

Irish Town was settled a hundred years later than English Town. Native Irish attacked this town, but not being able to get inside the walls, they settled down on this side of the river and fortified their little settlement. In the fifteenth century Irish Town was included as part of Limerick, and fortifications were built to effect this arrangement. All the fortifications were taken down in 1760, and about this time a Mr. Sexton Pery founded a new district, which became known as Newtown-Pery.

English Town was connected with Newtown-Pery by a bridge called Mathew, named in honor of Father Mathew, who did so good work in the cause of temperance; and Ball Bridge was also built, to connect the two sections of the city. This occupies the site of a very old structure. In 1831 Sarsfield Bridge was built to connect Newtown-Pery with County Clare. It was first called Wellesley Bridge, but later was named for Patrick Sarsfield, one of the heroes in the battle of Boyne.

In 1691 Sarsfield gathered together a large number of followers and went to France, where they entered the service of Louis XIV. He was killed at the battle of Lauden; Lauden is now in Belgium. On this bridge is a statue of Lord Fitzgibbon, who was killed in the famous charge at Balaklava, during the Crimean War, on October 25, 1854. Lord Fitzgibbon was Earl of Clare.

The Newtown-Pery section of Limerick is laid out almost like an American city, with wide, straight streets that cross each other at right angles. It has several statues of notable men, a large park, and some good shops.

As a city Limerick has good public buildings; there are good industries in flax spinning and weaving, and in the manufacture of gloves and lace. In addition to all these, there are flour mills, tanneries, breweries, and large distilleries. The Limerick lace is known the world over and should receive attention from visitors.

Castleconnell is nine and three-quarters miles from Limerick, and is also situated upon the banks of the Shannon. The village gets its name from a castle that crowns a high rock overlooking the river. This castle was in the old days the seat of the O'Briens. There is a grewsome story connected with this royal resi-

dence. It relates that the Prince of Thomond in some way brought into the castle the grandson of Prince Boru. He at once destroyed his eyes, and later put him to death most cruelly. The ruins show how the castle was destroyed, as gunpowder always leaves its mark.

Fishing is good at Castleconnell, and its fishing-rods have a world-wide fame. Not far from the town are the Rapids of Doonas. N. P. Willis wrote of them: "The whole body of the Shannon pours over a mass of rocks, descending considerably for half a mile, and into this picture comes the town of Castleconnell, with its fine mansions, green lawns, and lofty towers, which adds much to the natural beauty of the river."

Killaloe is about eight miles from Castleconnell, and is near Lough Derg. The trains of the Great Southern & Western Railway run to and from the Lakeside Station. Killaloe has a picturesque bridge across the Shannon, and a cathedral of the twelfth century on the site of an older church. It is a famous spot for fishermen, as the sport is excellent. There is a new hotel on the shore of Lough Derg, and a band plays twice a week during the summer, adding much to the pleasure of a stay at Killaloe.

Many excursions may be made from here in

various directions; and Lough Derg offers endless attractions. One may take a day to go from Killarney to Limerick, and stay a night. The next day go on to Killaloe and return to Limerick, and the next day go on to Killarney, making the circular trip. This gives time enough to enjoy all the beauty of scenery, and the historic associations.

Trips from Limerick.

Trip No. 1. — Limerick, rail to Listowel, coach to Tarbert, steamer to Kilrush, rail to Ennistymon, coach to Ballyvaughan, steamer to Galway, rail to Athenry, Ennis, Limerick. Tickets, 1st class, 28*s.* 1*d.* ($7.02). 2d class, 22*s.* 4*d.* ($5.58); 3d class, 17*s.* 10*d.* ($4.45). Good for July, August, September.

For trip to Limerick and Listowel, see page 54. The drive by coach from Listowel to Tarbert occupies an hour and forty-five minutes, and is very enjoyable. At Tarbert Pier the coach connects with the steamer for Kilrush. The sail is one of only forty-five minutes, and the landing is at Cappa pier.

Kilrush is a market town and has a good harbor. There are some rather popular chalybeate springs near town.

There is an island, Scattery, about a mile from the shore, to which an excursion may be

made by row-boat. In the fifth century an Irish saint named Senan came to this island and founded a monastery, cathedral, and churches.

It is said that this saint had a particular dislike for women, and remembering this the women of the surrounding country are careful never to enter that portion of the ruins claimed to have been his oratory. His grave is shown among the ruins, and the island is used as a burial-place at times. When such a funeral occurs there is a procession of boats following the one which takes the place of the hearse. One of Tom Moore's poems tells the story of an attempt of a woman to pay a visit to St. Senan, and how she was hurried back to the shore: —

> "Oh, haste and leave this sacred isle,
> Unholy barque, ere morning smile;
> For on thy deck, though dark it be,
> A female form I see;
> And I have sworn this sainted sod
> Shall ne'er by woman's feet be trod."

There is a perfectly preserved round tower on Scattery, one hundred and twenty feet high, with the door on a level with the ground.

It is only nine miles by rail from Kilrush to Kilkee, which is a delightful watering-place. A natural breakwater for the bay is formed by

the Duggernaugh Rocks, and the town is situated on a fine sandy beach that is semicircular. The sea-bathing is fine, and in addition to this there are good chalybeate springs.

There is a remarkable old Danish fort near Kilkee. A bank of earth seven hundred feet in circumference forms the fort; there is a wide moat, and within the fort are several chambers, with underground passages to connect them; all these are supposed to belong to the very earliest period of history.

The one notable excursion to take from Kilkee is to the remarkable cave two miles from town. The best way is to go by boat, for in that way one has a view of the line of cliffs and the approach to the Cave of Kilkee. The arched entrance is sixty feet high, and when the boat enters, it is like visiting some spot in fairy-land. The cave is three hundred feet long; near the entrance it is sixty feet high, but as the boat advances into the cave the height diminishes to about thirty feet. There is much mineral substance in the rock, held in solution by the water, imparting beautiful colors to the stalactites that hang from the roof. There are strange echoes and curious rock formations that make this cave remarkable.

The railway journey from Kilkee to Ennis-

tymon occupies two hours and twenty minutes; the scenery is sublime. Take seats on the left in the cars, facing the engine. Note near Kilkee the vista of natural arches at Ross.

Miltown-Malbay, one of the places where the train stops, gets its name from bold cliffs that enclose the little bay, and the terrible strength of the waves that beat in fury against them, as there is nothing to break their force. Two ships of the Spanish Armada were wrecked here, at what is still called "Spanish Point."

Beyond Miltown-Mowbray is Lahinch, where a stop should be made if one wishes to visit the Cliffs of Moher. Regular coaches are run to the Cliffs, and arrangements for the excursion may be made upon arrival at Lahinch.

Moher Cliffs extend for a distance of nearly three miles, and in some places rise seven hundred feet from the sea. Strong fences have been built at several points, where a visitor may stand in safety and look down to the sea far below, pounding against the solid wall of stone. There is also a winding path, by which one may walk down to the shore and get the superb view of the towering cliffs. In fine weather the rocks have beautiful tints, and with the flocks of sea-birds circling about them the picture is superb. In bad weather the waves and the winds seem to

rage in fury because they can make no impression on these rugged cliffs; the scene is sublime. The best golf-links in Ireland are at Lahinch, — extending over three miles.

Ennistymon is the little place where one leaves the train to take the coach for Lisdoonvarna and Ballyvaughan. The coach awaits the arrival of the train. Ennistymon is on the Cullenagh River, and can show some pretty falls. Lisdoonvarna is eight miles from here.

Lisdoonvarna Spa is perhaps the most frequented one in Ireland. It has two mineral springs, one containing sulphur, and the other magnesia. A hot-air treatment for chronic rheumatism and sciatica is here employed that is very effective. The car fare from Ennistymon is 1*s.* (25 cents). The country roundabout is hilly and picturesque, with heather growing in profusion over the hills. It is only four miles to the coast, where there are sea baths.

The coach is taken again for Ballyvaughan, and arrangements must be made to connect with the steamer for Galway, that sails on Mondays, Wednesdays, and Fridays — in both directions — from July 1 to September 30. Hours for sailing depend upon the tide. The steamer crosses Galway Bay, which is a beautiful sheet

of water thirty miles long, and in one part twenty miles wide.

The Aran Islands, three in number, are at the entrance of the bay, and in summer a steamer goes out to them from Galway several times a week. They are: Aranmore, the great island; Inishmore, the middle island; and Inisheer, the eastern island. The people are simple and primitive and interesting to study. There are some famous old ruins on Aranmore; among them an ancient fortress, built a short time before the birth of Christ; a church and monastery of St. Enda, built at the end of the fifth century; beehive dwellings; sculptured pillar-stones; and crosses and sepulchral slabs.

Tom Moore wrote some beautiful lines on the great island: —

"O Aranmore, loved Aranmore!
How oft I dream of thee
And of the days when by thy shore
I 've wandered young and free.
Full many a path I 've tried since then
Through pleasure's flowery maze,
But ne'er could find the bliss again
I felt in those sweet days."

Sometimes when the sun is setting there is a curious atmospheric condition that makes it seem as if an island of ideal beauty lay far off on the sea. There is a superstitious belief

among some of the old people in Aranmore that this is an enchanted island, and the paradise that the early and pagan Irish believed in, —

> "That Eden, where the immortal brave
> Dwell in a land serene;
> Whose bowers beyond the shining wave
> At sunset oft are seen."

Galway has no very ancient history, but gets its energy and enterprise from its early "tribes." There were thirteen families, known as follows: "Athy, Blake, Bodkin, Brown, Deane, O'Arcy, Lynch, Joyce, Kirwan, Martin, Morris, Skerret, and French." Spain opened commercial relations with Galway, and even to-day there is a trace of Spanish influence in many of the old buildings. In Shop Street there is one of the Lynch mansions, which illustrates this point of Spanish influence. Galway has a college, Queen's, which has eight acres of finely kept grounds. The old St. Nicholas Church, dating from the fourteenth century, has some interesting monuments, and from the tower there is a good view of the town and the bay.

There has been for many years a hope that Galway might be selected as a port for American steamships. It is only 1636 miles from St. John's, Newfoundland, 2165 from Halifax, 2385 from Boston, and 2700 from New York.

The first town of importance on the route from Galway is Athenry, — important not by reason of its present conditions, but for its age and former historic note. Ptolemy mentioned it, as he did Dublin. The ancient walls still surround it. The ruin of King John's Castle is impressive; and coming to a little later period there are remains of a Dominican monastery, with a window well worth notice.

Ennis, beyond Athenry, is the chief town in County Clare. There is nothing special here to detain a traveller. The journey to Limerick is a pleasant one, with views of the Shannon and the country and small towns.

Trip No. 2. — Limerick, rail to Listowel, coach to Tarbert, steamer to Kilrush, rail to Lahinch, Ennis, Limerick. (See *Trip No. 1.*) Tickets, 1st class, 19*s.* 3*d.* ($4.81); 2d class, 15*s.* 9*d.* ($3.93); 3d class, 11*s.* 8*d.* ($2.91).

DUBLIN.

Railway Stations in Dublin.

Dublin & Southeastern Railway (Harcourt Street). South for Bray, Wicklow, Rathdrum (for Glendalough), New Ross, Wexford, and Waterford.

Station Westland Row, for same places, and also for Blackrock and Kingstown.

Great Northern Railway (Amiens Street), to go north and northwest to Belfast, Enniskillen, Londonderry, etc.

Great Southern & Western Railway (Kingsbridge), to go south and southwest to Cork, Killarney, Limerick, Waterford, etc.

Midland Great Western Railway (Broadstone), to go west and northwest to Galway, Ballina, Sligo, etc.

Dublin Tramways.

Electric trams not only reach all parts of the city, but they also connect with the seaside resorts of Clontarf, Dollymount (golf-links), Howth, Sandymount, Booterstown, Blackrock, Kingstown, and Dalkey; also with inland suburbs of Rathmines, Rathgar, Terenure, Harold's Cross, Donnybrook, Drumcondra, Phœnix Park, Glasnevin, and Lucan.

Dublin, the capital of Ireland, is a beautiful city, rich in historic and literary associations, progressive, and prosperous.

Dublin was occupied by the Danes from the ninth to the eleventh centuries, when Brian Boru destroyed their power in the celebrated battle of Clontarf, which took place on Good Friday, 1014. Tom Moore commemorates the event: —

> "Remember the glories of Brian the brave,
> Though the days of the hero are o'er;
> Though lost to Mononia, cold in the grave,
> He returns to Kinkora no more."

Clontarf is near Dublin and a trip may be made to the site of the battle-field. King John gave the city a charter in 1207, and through the

centuries the city bore attack, sustained siege, suffered, and yet advanced.

The river Liffey divides Dublin in two parts; and at right angles, straight across the city from Rutland Square, extend Sackville Street, O'Connell Bridge, Westmoreland Street, Grafton Street, and Stephen's Green, — the latter containing over twenty-three acres.

Dublin has a population of over 352,277; it has Trinity College, a Catholic University, and the Royal University. On the north side of College Green is the Bank of Ireland, which was once occupied by the Irish Houses of Parliament; it will repay a visitor to see the room which was the House of Lords, as it is almost unaltered. Apply for admission to one of the bank porters.

On the east side of the College Green is Trinity College. On the site was a monastery that was suppressed by Henry VIII, and then granted to the city. Queen Elizabeth, his daughter, founded the college and endowed it. Among the men who graduated here were: James Usher, high in the councils of the Church and the author of many important works, who was buried in Westminster, by order of Cromwell; Congreve, the dramatic writer and poet, who is also buried in Westminster; Dean Swift, known

the world over for his brilliant literary work, who is buried in the Cathedral of St. Patrick, Dublin; Goldsmith, dear to all who love literature, who lies in the yard of the Temple Church, London; and Edmund Burke, the famous orator and politician.

On either side of the gateway are statues of Edmund Burke and Oliver Goldsmith. Visitors may freely walk about the college, but to visit the interior they must apply at the porter's lodge. By no means omit to visit the library. The English army subscribed £1800 ($9000) to start a library, in commemoration of the victory over the Spanish at Kinsale.

When Archbishop Usher and Dr. Challoner were in London buying books for the library, they met Sir Thomas Bodley, who was busily engaged in selecting books for his library at Oxford. The Trinity Library and the Bodleian, therefore, are companions as to age. It is one of the five great libraries of the United Kingdom which are entitled to receive a copy of every book published. Among the rare treasures of the library are a harp that belonged to Brian Boru, and an old horn used by King O'Kavanagh.

Not far from the college is O'Connell Bridge, from which there are fine views up and down the river. Sackville Street, the handsomest one in

the city, begins at the bridge, and here there is an imposing statue of Daniel O'Connell, by Foley. The General Post Office is on this street, and there are fine shops here. Here too is the imposing Nelson Column, one hundred and twenty feet high. On paying 3*d.* (6 cents) a visitor may go to the platform near the top, and enjoy a splendid view. There is a statue of Father Mathew, also, in Sackville Street, the "Apostle of Temperance," as he is called.

The quay along the river, on the right as one stands facing the Nelson Column, is called "Eden," and the Custom House, one of the handsomest buildings in the city, is on this quay, facing the river. On the quay at the left, the same side of the river, are the Four Courts of Law. The buildings were erected in 1786 at a cost of £300,000 ($1,500,000). A visitor will feel well repaid in visiting the great Central Hall, above which is a fine dome. There is some specially good carving, and some notable statuary.

Dublin Castle covers ten acres and dates from 1205, two years before King John granted a charter to the city. Since Elizabeth's reign it has been the official residence of the viceroy, and all great ceremonies of state take place here.

There are two large courts, the chief entrance

and gateway being on Cork Hill. On making application to the housekeeper one may visit the Presence Chamber, with the throne of carved wood gilded, which is under a canopy of crimson velvet adorned with gold lace; and the Ballroom, which is the splendid hall of St. Patrick. The ceiling has an allegorical painting of George III, with figures representing Justice and Liberty. There are panels representing on one side St. Patrick preaching to the people, and on the other Henry II receiving the oaths of submission of the Irish chiefs.

The Portrait Chamber has all the viceroys since the union of Great Britain and Ireland, the first one being the Marquis Cornwallis. The Private Drawing Room may also be seen, — a splendid room, worthy its place in a castle; and a visit may be paid the handsome Billiard Room.

On national holidays and days of state, the flag of the United Kingdom appears above the Bedford Tower with its great dome. The Round Tower was once the state prison. The use of the Wardrobe Tower is indicated by its name. The Chapel is used by the viceroy and his household, and is a handsome Gothic structure. The pulpit was a gift of Lord Carlisle.

There are two cathedrals in Dublin. One of these is Christ Church, founded by the Danes,

whose work may be seen in the crypt. Among its tombs is that of "Strongbow" in the south aisle. Strongbow was Richard de Clare, Earl of Pembroke. He married Eva, the daughter of the King of Leinster, who gave him the succession to the Crown. Strongbow was ruined in fortune, but was brave and generous, and his name constantly appears in the history of that period in Ireland. The figure of Strongbow is clad in coat of mail, and the figure of his wife, Eva, is beside him. Henry Roe, one of Dublin's noted distillers, spent over half a million dollars in restoring this cathedral in 1871, for it had been allowed to fall into a sad state of ruin. It is open from 11 A. M. to 6 P. M. The other is St. Patrick's Cathedral, which stands on the site of a chapel built by the saint about the year 448, and is near the well which he used in the baptism of those he converted. The building of this cathedral was begun in 1190 and finished in 1370. When Cromwell was in Dublin he used it as a court of law, and James II converted it into a stable. Sir Benjamin L. Guinness restored the building, at a cost of nearly $1,000,000. Among the tombs to be noted are those of Marshal Schomberg, who fell at the battle of Boyne; it was Dean Swift who wrote the inscription.

There is a monument of black marble, with wood carving gilded and painted, that is very curious. The wife of the famous Earl of Cork, Richard Boyle, lies here. The figures represent the Earl and his wife in recumbent position, and around them are their sixteen children. Dean Swift wrote of her as the "most dear, virtuous and religious wife, the Ladie Katherine, Countess of Cork." Near this monument are two marble slabs, above the last resting-place of Swift (once dean of the cathedral) and "Stella," so often mentioned in his poetry, who was Hester Johnson, devoted to him through years of selfish neglect.

Swift wrote the inscription for his own monument: "Go, traveller, and emulate if possible him who was a stern vindicator of liberty." He died October 19, 1745, in the seventy-eighth year of his age. "Stella's" tomb is inscribed as for a person of "extraordinary endowments and accomplishments in body, mind, and behavior; justly admired and respected by all who knew her."

The great lawyer and orator, John P. Curran, is buried in St. Patrick's, and there is a marble slab in memory of Samuel Lover, the novelist, who wrote "Handy Andy." Here also is a fine statue of Sir B. L. Guinness, near the

main entrance. The pulpit was a memorial of Dean Pakenham, of the cathedral, and was a special token of high regard, erected by Sir Benjamin. This Dean Pakenham rebuilt the Lady Chapel, which in the time of George IV had been used as a chapter-house for the Knights of St. Patrick. The cathedral is open from 10 A. M. to 4 P. M.

Around Stephen's Green, which is beautifully embellished with trees and flowers and a pond, with an equestrian statue of George II in the centre, there are buildings of importance: the Royal College of Surgeons, with its museum, worth visiting; the Catholic University; St. Vincent's Hospital; and the Royal College of Science. This last is an institution for the instruction of teachers in industrial science. It has a museum and library.

Dublin has a National Library and Museum, comprising valuable collections, and also a National Gallery, with statuary, portraits, and pictures.

On the northwest border of the city is Phœnix Park, and within this is the residence of the viceroy. A portion of the park once belonged to the Knights Templars, and when they were suppressed it was given to the Knights of Jerusalem. This was in the fourteenth century.

When Henry VIII suppressed the monasteries, this property was taken by the Crown. Queen Elizabeth intended to make it a royal park, but it was never really officially created a park till the lord lieutenant, Duke of Ormonde, added to the possession of the Crown certain other lands, by purchase, and called it Phœnix Park. Just inside the main entrance-gate is what is called the People's Garden, beautifully laid out; adjoining this is a Zoölogical Garden, admirably stocked with wolves, bears, leopards, jaguars, bisons, hyenas, deer, and monkeys. There are also white-tailed eagles and golden eagles. Tram-cars run from the Post Office, Sackville Street, to the north and south gates of the park.

Hackney-Coach Fares.

Hackney-coach fares, within the city: Between the hours of 9 A. M. and 10 P. M., 6*d.* (12 cents) for direct drive from one point to another, with no stop, for one or two persons; 2*d.* (4 cents) extra for each piece of baggage. From 10 P. M. to 9 A. M., 1*s.* (25 cents). To this must be added the usual tip of 1*d.* (2 cents), or 2*d.* (4 cents). A hackney-coach hired by time costs 2*s.* (50 cents) an hour for first hour; for every half-hour after the first hour, 9*d.* (18 cents).

A Comprehensive Drive about Dublin.

First, drive to O'Connell Bridge, named after the Liberator. This is the grandest of all public memorials in Dublin, next to Old Parliament House, now used as the Bank of Ireland, and containing the former House of Lords, which remains unaltered. Then to Trinity College, founded by Queen Elizabeth in 1591. Facing the college are statues of Burke, Goldsmith, and Grattan. Pass along Grafton Street (the Bond Street of Dublin for shopping), and onwards to the Royal Irish Academy and the Mansion House; the Science and Art Museum and the National Library; Stephen's Green; the Royal College of Surgeons; St. Patrick's Cathedral, erected on the spot occupied by the church founded by St. Patrick in 448, and restored at the expense of the late Sir Benjamin L. Guinness, Bart.; and Christ Church Cathedral, restored in 1871 by Mr. Roe. Proceed to Dublin Castle, passing on the way the Municipal Buildings and the City Hall. Here the vice-regal apartments may be inspected, as also the Portrait Chamber and Chapel Royal. Return to Parliament Street and pass the Four Courts of Justice, the colossal brewery of Guinness &

Sons, and Phœnix Park, the circumference of which is seven miles. Immediately on the right are the People's Gardens. On the left of the main drive is the Wellington Monument, the highest obelisk in the world. The Vice-regal Lodge, the residence of the Lord Lieutenant of Ireland, is on the right, and a few yards further on are the residence of the Chief Secretary for Ireland, the Zoölogical Gardens, and Glasnevin Cemetery, which contains the famous Round Tower to the memory of O'Connell. The late Mr. Parnell's grave is also here, and here repose the remains of most of the Irish orators, statesmen, and patriots; a walk through the grounds is full of interest. If time permits, a very pleasant half-hour can be spent at the Botanic Gardens. Passing *en route* the famous Rotunda Hospital, and continuing down Sackville Street, Father Mathew's Monument is seen in the centre, Nelson's Column a little farther on, and the General Post Office.

Trips from Dublin.

Trip No. 1 (one day). — Dublin, rail to Rathdrum, jaunting-car to Devil's Glen, walk through Glen, jaunting-car to Glendalough, visit to Seven Churches, jaunting-car to Rathdrum, rail to Dublin. Tickets, 1st class, 9*s.* 3*d.* ($2.31); 2d class, 7*s.* 6*d.* ($1.87); 3d class, 6*s.* ($1.50).

Rathdrum is thirty-seven and a quarter miles from Dublin. It is situated upon the Avonmore River, and the drive to Glendalough occupies two hours, through charming scenery.

The valley of Glendalough is three miles long, with hills rising about it. It is rather cheerless and gloomy, but the ruins of the Seven Churches make it a notable spot for pilgrimage. A holy hermit once lived in this valley, who died June 3, 618, at the age of one hundred and twenty years. After the death of this holy man, one of the lords near the valley built a cathedral and some monastic buildings in his honor. Gradually buildings grew up till there was a religious community and place of learning.

Like St. Anthony, the hermit of Ireland suffered from the temptation of a woman. Kathleen, a young Irish girl, followed him with religious zeal, praying only to be allowed to stay where she could look upon his shadow and hear the echo of his voice. But St. Kevin, to escape her, took refuge in a cave in the rock that hung over one of the lakes. She followed him to this cave, and the first morning, when he awoke on his bed of solid rock, Kathleen sat beside him, and with tears implored to be allowed to remain. Driven to desperation, St. Kevin threw her over the rocky cliff into the lake, and

she was drowned. Tom Moore tells the tragic story:

> "'T was from Kathleen's eyes he flew,
> Eyes of most unholy blue.
> Ah! your saints have cruel hearts!
> Sternly from his bed he starts,
> And with rude, repulsive shock,
> Hurls her from the beetling rock."

There is another very interesting thing in connection with this valley. Paganism, in ancient days of Irish history, took the form of serpent worship, and flourished in this Glendalough Valley. The Lower Lake is said to be the one into which St. Patrick banished the last of the snakes of Ireland. This probably refers to the driving out of serpent worship by Christianity. The Upper Lake is where Kathleen met her tragic death. On the south side of this lake, on the side of Lugduff Hill, is the Bed of St. Kevin. The cave is small and at the farther end is a sort of pillow of rock.

Many literary folk have made pilgrimage to this place, and all the inside of the cave is marked with initials of those who have climbed here. Among the visitors were Sir Walter Scott and his son-in-law, Mr. Lockhart. It is said that this visit was made when Sir Walter was in failing health, and he had a good deal of dif-

ficulty in getting into the cave. When settling with the guide, who was a strong, vigorous Irishwoman, the friend who was with Sir Walter and Mr. Lockhart told her that the visitor, who was not quite well, was a noted poet. With fine scorn she looked at him and said: "Poet! the divil a bit of him! He is an honorable gentleman, for he gave me half a crown."

Trip No. 2 (one day). — Dublin, rail to Woodenbridge, jaunting-car through Vale of Avoca, Meeting of the Waters; passing Castle Howard and Moore's Cottage, to Rathdrum; rail to Dublin. Tickets, 1st class, 15*s.* ($3.75); 2d class, 13*s.* ($3.25); 3d class, 11*s.* ($2.75).

On the way to Rathdrum and Woodenbridge we see Bray, twelve miles from Dublin, — a pretty and fashionable watering-place, with a fine beach, good boating, an esplanade fully a mile long, and with good hotels and boarding-places for visitors.

Bray is an especially good point from which to make pleasant excursions, and this always adds to the popularity of a seaside resort. Bray Head is six hundred and fifty-three feet high, and is near the town; there is a fine view from the path that winds around the headland.

Five miles from Bray is the Glen of Downs. This is the bed of an ancient river, and all about it there is pretty scenery; a trip to the Dargle

may be easily made from Bray. It is a beautiful ravine with a small rapid river running through it. This river flows through the old deer park of Lord Powerscourt, and his magnificent residence and grounds may be seen on Enniskerry Hill, only four miles from Bray. The castle is built of granite, and is on a broad terrace. It is said that George IV was guest here in 1821. The castle was built by one of Strongbow's knights. In the reign of Henry VIII the O'Brynes and O'Tooles, of Wicklow, took it; then the English got it again and gave it to the Talbots. In 1556 the Irish Kavanaghs took it; then, in 1618, James I took it and gave it to Sir R. Wingfield, who was created Viscount Powerscourt in the same year.

There is a point in the deer park where the Dargle has a fall of over three hundred feet, the water pouring from rock to rock with splendid effect. There is a mountain called Douce near the waterfall, that is 2384 feet high. Beyond Bray the railway keeps close to the shore all the way to Wicklow, which is a county town, and has a good harbor.

Laurence Sterne was living at Wicklow barracks in 1720, and relates an experience of his at that time that might have been fatal. In that sad event we should have had no dear old

Uncle Toby, nor the poor Lieutenant, nor Corporal Trim. Visiting at Annamoe, seven miles from Wicklow, with a clergyman who was a family relative, he one day fell through a mill-race while the mill was in operation. He was taken out, and to the amazement of all the people in the region was absolutely unhurt. They still show the ruin of the mill where this happened.

Beyond Wicklow is Rathdrum, and then along the Vale of Avondale come Avoca and Woodenbridge. Woodenbridge is thirty-one miles from Bray. There is here a meeting of two streams that the people claim is the one of which Tom Moore wrote. In regard to the vexed question about this Moore once wrote to a friend: "I wrote the song at neither place, though I believe the scene under Castle Howard was the one that suggested it to me. But all this interest shows how wise Scott was in connecting his poetry with beautiful scenery. As long as the latter blooms so will the former."

The drive back to Rathdrum, through the Vale of Avoca, is most delightful. Tom Moore said with truth: —

"There is not in this wide world a valley so sweet
As that vale in whose bosom the bright waters meet.

. . . . . .

"Sweet vale of Avoca! how calm could I rest
In thy bosom of shade, with the friends I love best;
Where the storms that we feel in this cold world should cease,
And our hearts, like the waters, be mingled in peace."

This "Meeting of the Waters" is where the Avonmore and the Avonbeg meet, near Castle Howard, and we see the lion crest of the family above the castellated entrance-gate. We also pass the Moore cottage on our way through the vale, and at Rathdrum take the train for Dublin.

Trip No. 3. — Dublin, Bective (Hill of Tara), Dublin. Tickets (to Bective), 1st class, 8*s.* 6*d.* ($2.12); 2d class, 6*s.* 10*d.* ($1.70); 3d class, 3*s.* 11*d.* (97 cents).

Take the train from Broadstone station for Hill of Tara. Leave the train at Bective station, and take a jaunting-car for the Hill of Tara.

This for ages was the centre of civil and religious life, and it takes little imagination to rebuild the grand palace of the Cormac, where he had one hundred and fifty brave knights, one thousand and fifty soldiers, a company of bards to sing his mighty deeds, and men of law to show him his rights and help him get them. There is the site of his grand Banquet Hall, and the bounds of his city are indicated. Here at Tara one hundred and forty-two kings ruled for 2530 years, and were buried here.

Tom Moore's song tells the pathetic story of the sad fortune of a place once so mighty: —

"The harp that once through Tara's halls
The soul of music shed,
Now hangs as mute on Tara's walls
As if that soul were fled.

"So sleeps the pride of former days,
So glory's thrill is o'er;
And hearts that once beat high for praise
Now feel that pulse no more.

"No more to chiefs and ladies bright
The harp of Tara swells;
The chord alone that breaks at night
Its tale of ruin tells.

"Thus Freedom now so seldom wakes,
The only throb she gives
Is when some heart indignant breaks,
To show that still she lives."

Return to Bective and take train for Dublin.

Trip No. 4. — Dublin, rail to Killarney, Tralee, Listowel (see page 52), coach to Tarbert, steamer to Kilrush, rail to Kilkee and return to Kilrush (see page 59). At Kilrush take steamer on the Shannon to Foynes, rail to Limerick and Dublin. Tickets, 1st class, £2 14*s.* ($13.50); 2d class, £2 4*s.* ($11.00); 3d class, £1 6*s.* 3*d.* ($6.56).

The sail from Kilrush to Foynes is a pleasant one. The steamer touches at Tarbert; about two miles beyond see the Castle of Glin, which sustained a siege during one of the rebellions in

Elizabeth's time. Foynes is five miles beyond, with a good harbor. The steamer connects with train for Limerick and Dublin. (See page 67.)

Trip No. 5. — Dublin, rail to Banagher, steamer on River Shannon and Lough Derg to Killaloe, rail to Foynes, steamer to Kilrush, rail to Kilkee, Ennis, Limerick, and Dublin. Tickets, 1st class, 55*s.* ($13.75); 2d class, 44*s.* 6*d.* ($11.12); 3d class, 28*s.* ($7.00).

The railway to Banagher from Dublin goes by Portarlington, Tullamore, and Clara. Tullamore is the chief town in Kings County. It has a good trade in farm products, and a brewery and distillery give employment to a large number of people. Near the town is Charleville Park, the residence of the Bury family. The Clodragh River flows through the estate, and is an aid in perfecting the beauty of the spot.

There is nothing at Clara to detain the traveller; the terminus of the line is at Banagher. A handsome stone bridge of seven arches crosses the river and is protected by two towers and a battery, and in connection with these is a barrack.

Near Banagher is the ruin of Garry Castle, in old days the stronghold of the Macloghlans. The last man of this family died about seventy years ago, and was known as the "last Irish chief." It is said that he kept strictly to the

old order of things, conforming to the customs of his forefathers.

The trip on the river and through Lough Derg is one of special charm. Some years ago it was found necessary to deepen the bed of the river, for navigation, between Banagher and Portumna at the head of Lough Derg. While this work was going on many prehistoric treasures were found, such as stone hatchets and other stone implements. Not so far down were spears of bronze; in yet another stratum were iron spear-heads; and just below the surface were found old-fashioned firelocks. Portumna has some picturesque ruins of a castle and monastery, and here begins the trip on Lough Derg.

The lake is twenty-three miles long and varies in breadth from two to six miles. As we sail down the lake we see the fine estate of Lord Avonmore and the Castle of Ballynasheera, which last was occupied by General Ireton, the son-in-law of Cromwell.

Williamstown is the popular resort for fishermen, as the sport is said to be better here than at any other point on the Shannon. As we go down towards Killaloe the left banks of the lake are in Tipperary County. In the distance we see a mountain called the Devil's Bit. There is a big place on it that looks as if a piece had

been cut out. The story goes in the country that the Devil bit this piece out, but finding it too hard to chew, dropped it out of his mouth, and it stands to-day as the "Rock of Cashel." A traveller once, upon hearing this story, said it could not be true, as the Rock of Cashel was sulphurous. Pat, who had told the story, said cheerfully, "Bedad, thin, what else could ye expect afther it bein' in the Divil's mouth?"

Between Dromineer and Scariff the lake is thirteen miles wide. The old castle at Dromineer belonged to the O'Briens. Holy Island, in the lake, is some thirty acres in extent; it was St. Camin who, in the seventh century, founded the monastery here that became a powerful centre of learning. There are ruins of seven churches and a round tower. Brian Boru is said to have rebuilt the church near this town, after the Danes had destroyed it, in the ninth century.

We pass another small island that has a ruin of the Castle of Derry, then a mound where Brian Boru once had a castle, and so reach Killaloe. Here we take the train for Foynes, *via* Limerick. (See pages 84–5.)

Trip No. 6. — Dublin, rail to Banagher, steamer on Shannon River and Lough Derg to Killaloe, rail to Ennis, Athenry, Galway, Clifton (Connemara), coach to Westport, rail to Achill, Dublin. Tickets, 1st class, £3 12*s.* 3*d.* ($18.06): 2d class, £2 16*s.* 6*d.* ($14.12); 3d class, £2 9*d.* ($10.18).

Follow route as by trip No. 5 to Killaloe; from Killaloe to Galway (see pages 65, 66); from Galway the railway line lies through interesting country. Soon after leaving Galway we see Lough Corrib, which is connected with Galway Bay by the river Gallore. We make a stop at the village of Oughterard on a pretty river — the Owenriff — that flows into Lough Corrib.

Lough Glendalough, a mile and a half long, then comes into view at Recess. The railway company has a fine new hotel at Recess, overlooking the lake. This is perhaps the best place to stop for the notable Salmon Fishery at Ballynahinch. Trains stop at a special platform opposite the hotel entrance, for the convenience of visitors to this hotel. The network of lakes and rivers that form the Ballynahinch Salmon Fishery extends for forty miles along the road to Clifden.

Clifden is the capital of Connemara and the terminus of the railway. It is said that in 1815 there was only one house here. It is at the head of Ardbear Bay and faces the broad Atlantic. To start the town, leases good for all time were offered, together with four acres of mountain land near the site proposed for the town, and the charge was only twenty shillings ($5.00) a year.

About two miles from town is Clifden Castle, formerly the property of the D'Arcy family. It was one of the D'Arcy's who offered this land to start Clifden; it is sad to know that such liberal, public-spirited action ruined the family, and that they were obliged to sell the castle and all their possessions. The position of the castle is superb. Hills and forest form a background, while the lawn sweeps down to the bay, and beyond is the ocean.

Thackeray once made a trip through this section of Ireland, and he said it was the most wild, beautiful region that a traveller could possibly find; he remarked on the habits of his countrymen to seek beauties of scenery afar, when they have so rich a store close at hand, in their own United Kingdom.

There is a four-wheel public car that leaves Clifden at 2 P. M. for the fine drive to Westport, passing many of the most notable points of interest in Connemara. The coach reaches Leenane Hotel at 6 P. M. The next morning the journey is continued, leaving at 9.15 o'clock, *via* Delphi and Louisburgh, and arrives in Westport about 3.25 P. M. There is a shorter route, from Leenane to Westport, *via* the Erriff Valley, but the Louisburgh route is the one a visitor should take.

Many travellers think the scenery between Clifden and Leenane is the finest in all Ireland. The views on to Louisburgh are superb, and from Louisburgh to Westport it does not seem possible that Nature could produce such scenes. Westport has become quite a summer resort, and several villas have been built in and around the town. The chief street has a river flowing down the middle, and there are fine lime-trees along each bank. At the end of this street is the entrance to the vast estate of the Marquis of Sligo.

From Westport by rail the visitor proceeds to Achill, *via* the pretty village of Newport, on Clew Bay, and Mallaranny. This last place promises to be the chief watering-place in the west of Ireland.

The town lies facing the south, with a fine beach. The Currann Mountains break the force of the harsh Atlantic storms and winds, so that the climate is ideal.

There is a land-locked bay, Bellacragher, within a mile of the town, and a fine hotel, standing in its own grounds of over fifty acres. It has all the modern conveniences of hot and cold baths and electric lights. It has also very fine golf-links, with a course nine holes long, with some natural hazards and sand bunkers.

Achill is the end of the railway line, and the sound is crossed by an iron swivel-bridge. The Island of Achill is the largest one off the Irish coast and has sublime cliff scenery. It comprises nearly sixty thousand acres and is triangular in shape. From north to south it is twelve miles in extent, and from east to west it is fifteen miles. Some of the cliffs rise two thousand feet straight from the sea, and the waves have beaten deep caves where seals and seafowl take refuge. Consumption is almost unknown on Achill, and as a health resort it is going to be famous. The atmosphere is bracing and exhilarating, and the sea-bathing is excellent.

Trip No. 7. — Dublin, rail to Birdhill, Killaloe, steamers on the Shannon River and Lough Derg and Lough Ree to Dromod, rail to Sligo, Enniskillen (Lough Erne), rail to Londonderry, Antrim (Lough Neagh), Dublin. Tickets, 1st class, 72*s.* 1*d.* ($18.02;) 2d class, 56*s.* 9*d.* ($14.18); 3d class, 38*s.* 9*d.* ($9.68).

The journey from Dublin to Killaloe is *via* Birdhill, a place of no special importance. At Killaloe the trip on Lough Derg follows the previous route noted, but the steamer goes beyond Banagher, on the Shannon, to Lough Ree.

Just before reaching Lough Ree, Athlone

should claim attention. It is an important railway centre and is a fortified town. The first castle built here was in the time of King John. Queen Elizabeth made it the capital of Connaught. There are still to be seen some traces of the old wall, and the castle is in good condition. On the banks of the Shannon are the ruins of an old abbey.

Eight miles from Athlone, on the road to Mullingar, is Lishoy, which is the "Auburn" of Goldsmith's poem, "The Deserted Village." A stop may be made at Athlone, and a jaunting-car taken for the trip to Lishoy and return. Make a bargain before starting; a reasonable price would be 1*s.* (25 cents) an hour, with a tip of 6*d.* (12 cents) to the driver.

Oliver Goldsmith was born at Pallas, Longford County, but he spent nearly all his early life at Lishoy. His father had a living that gave him a salary of £200 ($1000), and they had a home close to the village. Oliver here began to learn his letters, and at seven years was sent to the village school. The teacher was an old soldier, and he told the children rare stories of war, mixed with others in which ghosts and fairies and banshees played a large part. He also had rare tales of the great chiefs and kings of Ireland, and their great deeds.

Goldsmith delighted in these tales and they played an important part in the formation of his character and in his mental development. He loved Ireland, her traditions, her people, and always tenderly remembered the days of his youth.

"Sweet Auburn! loveliest village of the plain,
Where health and plenty cheered the laboring swain;
Where smiling spring its earliest visits paid,
And parting summer's lingering blooms delayed."

Resuming the journey, the steamer enterd Lough Ree, seventeen miles long and seven miles wide. The lake borders on three counties: Roscommon, Longford, and Westmeath. There are some pretty islands in the lake, and on one called "Church" there are some church ruins.

About eight miles from Athlone is Randown Castle, where a peninsula runs out into the lake for almost a mile. The position of the castle must have made it almost impregnable.

The steamer goes on up the river, after passing out of the lake, to Dromod. Here the train is taken for Sligo, a leading town of Connaught and an important seaport. It has handsome buildings and fine roads. There is an ancient abbey at Sligo that is a superb ruin, and that a visitor should see. A trip must be made to Lough Gill, which is often called the "Killarney

of the West." Glencar, near Sligo, is sometimes called "The Swiss Valley."

On the eastern shore of Lough Gill is the "smiling valley" Moore wrote of; Benbulben, a grand mountain, towers over Lough Gill, Sligo, and historic Inismurray. Carlisle called Sligo "a beautiful town and region altogether." By rail, car, and boat many delightful excursions may be made, and the cyclist will find fine roads.

Take train from Sligo to Enniskillen, which is an island town, surrounded by the waters of Upper and Lower Lough Erne. The houses of the town rise from the water in the form of a pyramid, with the parish church at the top. In this church are some of the flags of the Enniskillen regiments noted for their bravery. Near the railway station is a pretty park and pleasure ground.

Enniskillen was a stronghold of the Maguires till the time of James I, and had been very prominent in all the revolutions and domestic frays. Some of the old castle is built into the modern barracks. The Earl of Belmore has a fine estate in the town, and Castle Coole, about a mile distant.

Any number of charming excursions may be made from Enniskillen. An important one is

by the "Lady of the Lake," a small paddle-steamer, to Castlecaldwell. The steamer leaves East Bridge Quay, Enniskillen, at 10.45 A. M., every week-day when the weather is good, from June 10 till September 14, and reaches Castlecaldwell at 1 P. M. Take a train at 1.15 P. M. for Belleek, and arrive in ten minutes. There is a large porcelain manufactory at Belleek, where the beautiful iridescent Belleek ware is made. It was established some years ago by a Mr. McBierney, and is quite famous.

Great sluice-gates have been constructed at Belleek, in connection with the drainage of Lough Erne. There can only be a short stay at Belleek, as the steamer leaves Castlecaldwell for return at 3.10 P. M. In case no train leaves Belleek to connect with the steamer, take a jaunting-car for the short distance. The steamer reaches Enniskillen at 5.20 P. M.

This trip to Belleek may be extended to Bundoran. Take the train at Castlecaldwell and go on to Bundoran. This town is a fashionable watering-place on Donegal Bay, and has superb scenery and fine, invigorating air. As an Irishman once said here, "There 's divil a view betwixt me and Ameriky."

In addition to the charms of the sea, there are the mountains of Sligo, and cliffs covered with

wild heather. There are many walks, one to Fairy Bridges, where the sea has undermined the land, and when the tide is high the waves thunder through the series of underground caves. There is good fishing all about Bundoran. Cyclists will find it an ideal headquarters for attractive runs, and there is a magnificent drive to Sligo, along by the sea, twenty-two miles distant.

At least a day should be devoted to Bundoran, where the railway company has a finely appointed hotel, the Great Northern. It stands in its own grounds of one hundred acres, and has an eighteen-hole golf-course. It is over three miles long, with good turf, sand bunkers, and pleasant, undulating ground. It is laid out in two nine-hole loops, and the ninth and eighteenth greens are near the hotel, so that those who wish to play a short round may start from the first or tenth tee.

From Enniskillen the train is taken for Londonderry, *via* Strabane. Strabane is a busy town, with linen industries, and good farming districts about it. The route lies across the river Foyle, through Porthall and Carrigans, till we reach Londonderry.

Londonderry has a population of thirty-eight thousand, and is on the river Foyle, which enters

Lough Foyle. It has a good port, and is well situated and attractive. In 546 St. Columba founded an abbey here, and the people began to gather from far and near, drawn by the advantages for learning and to study. The Danes made trouble here as they did at Dublin. In 1608 an O'Doherty, of Innishowen, plundered and burned the town. He sought to avenge an insult offered him by the governor, Sir George Pawlett. The next year the Lords of the Privy Council, and a committee appointed by the Corporation of London, began to rebuild the town, and it was on account of this close connection with London that it was called "Londonderry."

The city is generally called "Derry"; it is an admirable point from which to start on tours in the Donegal Highlands, and South Donegal. Lord Leitrim, who is one of the large landowners, has done much to open up railways in all this northern part of Ireland, and this has greatly developed the country.

A pleasant trip from Derry is to Buncrana, by the Londonderry & Lough Swilly railway. It is a pretty seaside resort, with a fine hotel, villas, golf-links, and a good beach. In the castle grounds is the old Keep, part of the stronghold of the O'Doherty who destroyed

Derry. There is a famous drive through the Gap of Mamore, Lough Swilly.

From Londonderry to Dublin the route lies through Antrim, near Lough Neagh. There is a castle here that belongs to Viscount Massereene; and at one end of the town is a very perfect round tower ninety-two feet high.

Lough Neagh is the largest lake in Ireland, and five counties border its shores. Many fish are taken to England from this lake, and sold in Manchester and Birmingham and other large cities.

Trip No. 8. — Dublin to Belfast. Tickets, 1st class, 20*s.* ($5.00); 2d class, 15*s.* ($3.75); 3d class, 9*s.* 5*d.* ($2.35). The trains from Dublin to Belfast leave from the Amiens Street Station. The distance is about one hundred and twelve miles.

Two miles beyond Dublin, on the right, is Clontarf Castle. Clontarf is about one mile from the railway, and is the site of the great battle and victory of Brian Boru.

At Howth Junction there is a short line that runs to Sutton and Howth. Sutton is one of Dublin's residential suburbs, and has a view of the bay and the Wicklow Mountains. At Sutton station an electric-car line may be taken for Howth, which gives a charming trip.

Howth is a seaside resort, with excellent bathing and boating. The castle is the residence of

Lord Howth; there is a ruined abbey to visit on a hill near the harbor. There is a grand promontory called Howth Head, with a path around it. The lighthouse is called "The Baily." The island about a mile off shore is called "Ireland's Eye." Pleasant boating excursions may be made to the island.

Beyond Howth Junction is Malahide, another seaside place. The castle has been the home of the Talbots since the reign of Henry II. Persons may visit the castle. The oak roof in the dining-room is the original one, and the oak chamber is a magnificent apartment; the picture gallery has some valuable works.

There is a portrait of Charles I and Henrietta Maria, of France, his queen, by Van Dyck, and a portrait of James II (son of Charles I) and his queen, Anne Hyde, by Sir Peter Lely; there are also portraits of the Duchess of Portsmouth and her son, the first Duke of Richmond, and of Talbot, Duke of Tryconnel, and his daughters. There is a beautiful Albert Dürer representing the Nativity, Adoration, and Circumcision. It once belonged to Mary, Queen of Scots, and she kept it in her oratory at Holyrood. Charles II bought it as a gift for the Duchess of Portsmouth, paying for it ten thousand dollars.

Near the castle is the ruin of the ancient abbey, and within this is an altar tomb of the "Bride of Malahide" who was a maid, a wife, and a widow in one day. She was the daughter of Lord Plunkett, and upon the day of her marriage the bridegroom was summoned from the very altar to lead his followers into one of the small fights constantly going on at that period. The bride never saw him again in life; he was killed that day, and his body was brought to her. One might suppose this tragedy would have made matrimony distasteful to her, but history says she married twice after this, and the third time it was to one of the Talbots, — Sir Richard.

Eight miles beyond Malahide we see the Skerries, three islets, on one of which St. Patrick took refuge when the Druids were seeking his life. Beyond the Skerries is Balbriggan, famous for its manufacture of stockings. The ruined castle is Belmore. It was here at Balbriggan that King William made his headquarters after the battle of the Boyne.

The next place of importance is Drogheda. The Danes took it in 911, and in 1395 Richard II here received the oath of submission from the four Irish kings. On the 10th of September, 1649, Cromwell took the town, after a terrible

battle. There are old walls and gates and churches, that recall the early history of Ireland, and that will be of interest to those who make a study of antiquarian remains. The celebrated battle of the Boyne was fought only three miles west of Drogheda. On the north bank of the river an obelisk marks the spot where the troops of William forded the stream and defeated James's army on the opposite bank. The battle took place July 1, 1690.

A new service of steam launches has been opened on the river, which has beautiful scenery. There are high, beetling crags that are crowned with feudal castles and ruins, sweeps of forest come down to the shore, there are charming little vales and dells, and each spot has its tale of history, tradition, or romance.

Dundalk is the next important place on the line of journey. It has a population of nearly thirteen thousand, and stands at the head of Dundalk Bay. It has a good shipping trade and is a railway centre of importance. The locomotive works of the Great Northern Railway of Ireland are situated here, and there are steamship lines to England and Scotland. It had a varied history of old; it enjoyed much royal favor, and had privileges and charters that aided in its growth commercially.

Portadown, another railway junction, eighty-seven miles from Dublin, is noted for its fine cambric and linen lawn. Lough Neagh is only seven miles from here.

Continuing the journey we see at Lurgan the castle of Lord Lurgan, with handsome grounds; next we see Lisburn, a place notable for its manufactures of linen damask and thread. This fine linen manufacture was introduced by a colony of French Huguenots, who came to Lisburn and settled after the Edict of Nantes. In the cathedral is a monument in memory of Jeremy Taylor, bishop of Down and Connor.

Belfast, station Great Victoria Street.

BELFAST.

Belfast is the chief city in Ulster County, and is the commercial capital of Ireland. It has a population of about three hundred and fifty thousand, and is most progressive and up-to-date. Ever since the time of Henry VIII it has had an important linen trade, and even so far back as the thirteenth century linen was manufactured here. Ulster County does a business of more than sixty million dollars in linen, and Belfast has nearly all this. About twelve

thousand persons are employed in the building of steel and iron ships. They build the ships of the White Star Line and those of the Union Steamship Company. Belfast has a good shipping trade; the annual tonnage entered at the port is about two million tons. The customs duties reach nearly fifteen million dollars.

Four bridges cross the Lagan River, Queen's Bridge being by far the finest one. Royal Avenue is the best street, and is in the centre of the city, where good shops will be found. The public buildings are handsome, the post office being on Royal Avenue. At the end of High Street is the Albert Memorial, one hundred and thirteen feet high. Queen's College is in its own grounds, of over five acres, and has a large library and a museum. There is also a Methodist College, and one belonging to the Presbyterians.

The tramway service in Belfast is particularly good, and the lines run out of town to attractive places. One pleasant trip is by the Antrim Road and Cave Hill tram to Cave Hill and Belfast Castle. Cave Hill is at the north of the city and is one thousand one hundred feet high. Aside from the hill, with its views, there are some very interesting caves. On the slope of the hill is the castle, which is the seat of the

Earl of Shaftesbury. Visitors may obtain admission to the flax mills and linen warehouses; they will be found most interesting.

Belfast has a Model School, where twelve hundred children of both sexes receive instruction daily; it was opened in 1857. There are over one hundred and thirty national schools in the city and immediate neighborhood, and many church, as well as private, and boarding schools.

The Royal Botanic Gardens are well worth visiting. There is a rare collection of the different heathers found in the bogs of Ireland, together with rare cypress-trees and valuable plants.

Drives out of Belfast.

To enjoy some particularly fine drives about Belfast, apply to Messrs. Melville & Co., Ltd., 91 Townsend Street, and 15 Chichester Square, Belfast (telephone No. 362), and Messrs. Thomas Johnson & Sons, 45 Bedford Street, Belfast (telephone No. 441), who will arrange for vehicles for the following drives:

To the suburbs of Belfast, *via* Lagan Village, Ormean, Ormean Park, Newtownbreda, Purdysburn, Giant's Ring, and return by the Malone Road, eight miles, two hours. For four persons, carriage with two horses, 3*s.* (75

cents) each. For ten persons, wagonette with two horses, 2*s.* (50 cents) each.

To Holywood, and return by Knocknagoney and Belmont, eight miles, two hours. For four persons, carriage with two horses, 3*s.* 6*d.* (87 cents) each. For ten persons, wagonette with two horses, 2*s.* (50 cents) each.

For either of these drives, for fifteen persons, wagonette with four horses, 1*s.* 9*d.* (43 cents) each.

Trips from Belfast.

Trip No. 1. — Belfast, rail to Carrickfergus, Antrim (Lough Neagh), Coleraine, Portrush; electric tramway to the Giant's Causeway, and return to Portrush; rail to Belfast. Tickets, 1st class, 14*s.* 2*d.* ($3.54); 2d class, 11*s.* 2*d.* ($2.79); 3d class, 9*s.* 1*d.* ($2.27). Electric tram to Giant's Causeway and return to Portrush. 1st class, 2*s.* ($0.50); 3d class, 1*s.* 6*d.* ($0. 37).

Leave Belfast from the York Street station. The railway runs near the shore of Belfast Lough for quite a distance, and we see many handsome residences of the Belfast merchants. At Carrickfergus, nine and a half miles from Belfast, we see the castle, which stands on a rock commanding the entrance to the lough. It is crown property and used as an armory.

Antrim (Lough Neagh) lies in the course of the journey (see page 98), and beyond Antrim, to Ballymena; this is a town of eight thousand

six hundred population; it does a business of five million dollars yearly in the linen trade. There is a narrow-gauge railway from Ballymena to Larne. There is another line from here, of the same narrow gauge, to Parkmore, for the Vale of Glenariffe and the Antrim coast.

From Ballymena we go to Coleraine, which was founded by the City of London Companies in the time of James I. Coleraine is the junction for the Portrush and Giant's Causeway trip, and is only four and a half miles from the sea. Its linens are called "Coleraines." Its whiskey is famous, and it has notable salmon fisheries on the river Bann.

Portrush is really the port of Coleraine, and is quite a resort, as it has a fine beach about two miles long, good hotels and boarding-places, and the best golf-links in the United Kingdom, except those of St. Andrew's. The course is four miles long. The air is fine and bracing, there are delightful walks, and many excursions may be made from here.

It is seven miles to the Giant's Causeway, and there is an electric tramway for the journey; this was the first electric tramway opened in the United Kingdom. The line runs close to the shore, and the cliffs are superb.

We pass Dunluce Castle, three miles from

Portrush, the most picturesque ruin in Ireland. On a jagged mass of rock, which was levelled for the purpose, the castle was built, a hundred feet above the sea. It was a large castle with many apartments, and the ruins preserve the outlines of these. A chasm separates the castle rock from the bold cliffs of the coast, and across this the drawbridge was lowered for friends. In one chamber there is said to dwell a banshee. This spirit keeps the stone floor perfectly clean, but it wails and cries to foretell death or dishonor to the family owning the castle.

The truth of this part of the story is that the wind whirls about the chamber and blows it clean, while the same currents of wind, among the walls and angles, make the mournful sounds that strike terror to the heart of the superstitious native. Beneath the castle the rock is perforated by a long, narrow cave, which has a flooring of round stones. It is possible to enter the cave when the sea is calm.

The McQuillons were lords of Dunluce, and one of the daughters married a MacDonnell of Antrim. The MacDonnells became lords of Antrim and Dunluce. In 1814 Sir Walter Scott paid a visit to the ruined castle, and in his diary gave a full description of it. It made a profound impression on him.

There is, perhaps, in no part of the world so curious a production of nature as the Giant's Causeway. There are forty thousand vertical basaltic columns, standing so close together that the ends look like a carefully paved causeway. The columns are polygons, having three, six, and nine sides. The keystone is said to be the only octagon. The Causeway is about two hundred and thirty-five yards long and one hundred and twenty yards wide on the shore, and only about ten yards wide where it goes under the sea. The highest point on the shore is forty feet high.

There are the Little Causeway, triangular in shape, the Honeycomb Causeway, and the Grand Causeway. One should walk all over it and study it, and then take a boat to look at it from the sea, and also to visit some of the caves. By all means employ a good guide, and engage him at one of the hotels.

There is a tradition that a giant, Fin MacCoul, was the champion of Ireland. Across the sea was a Caledonian giant, who offered to beat any human being who would fight with him. He insulted Fin by telling him if it were not for getting wet, he would swim over and drub him soundly. This was too much for Fin. He went to the King and got permission to build

a causeway across to Scotland; whereupon the Caledonian came across dry-shod; Fin met him, and gave him the soundest beating he could inflict. Then, as a generous foe always makes a good friend, Fin allowed him to remain, marry, and settle in Ireland, and — this the tradition takes care to hold fast to — the Scot was glad to do this, as Ireland, everybody knows, was always "the richest country in the world." There being no longer any need of the Causeway, it sank in the sea, and only this section remains on the Irish shore, a little of it on Rathlin Island, — off the coast, — and at Staffa in the portals of the great gate.

There are three isolated pillars on a high promontory near the Causeway, which are called "the Giant's Chimney-tops." The highest is some forty-five feet in height. History says that one of the ships of the Spanish Armada, driven toward the shore in bad weather, took these columns for the towers of Dunluce Castle, and wasted much powder firing at them.

Trip No. 2. — Belfast, Londonderry, Cresslough, coach to Rosapenna Hotel in connection with 12.25 P. M. train. Tickets, 1st class, 29*s.* 9*d.* ($7.43); 2d class, 22*s.* 10*d.* ($5.70); 3d class, 16*s.* 6*d.* ($4.12). Coach from Cresslough to Rosapenna Hotel and return, 5*s.* ($1.25).

This trip to the Donegal Highlands is remarkably interesting. The journey may be broken at Londonderry (see page 96). The drive from Cresslough offers beautiful scenes, and Rosapenna is on a picturesque promontory between Mulroy Bay and Sheep Haven.

The hotel is within three hundred yards of the cliff, was built by the late Earl of Leitrim, and is thoroughly satisfactory. There is an eighteen-hole golf-course, tennis-courts, and a beach five miles long. On application to the manager of the hotel visitors may have special permission to fish in the lakes and rivers belonging to the estate. White and brown trout abound in these waters.

Within easy distance are the Cliffs of Muslack, with the sublime view of the great northern headlands, one of which, Horn Head, rises eight hundred feet from the sea.

Trip No. 3. — Belfast, Lisburn, Hillsborough, Lurgan, Portadown, Armagh, Dundalk, Newry, Carlingford, Rostrevor, return to Belfast. Tickets, 1st class, 14*s.* 6*d.* ($3.62); 2d class, 11*s.* ($2.75); 3d class, 7*s.* ($1.75). For the journey as far as Armagh, see pages 102–10.

Armagh is the chief town of County Armagh, a city of 7438 population, and the seat of the Primate of Ireland. St. Patrick founded the Cathedral in 445, and the Danes destroyed it.

The present one, on the old site, dates from 1270. About two miles from Armagh, toward the west, is Navan Fort, which was the seat of the kings of Ulster, who ruled for over six hundred years, from the year 300 B. C.

Dundalk is spoken of on page 101.

Newry has a population of 13,691, and is connected with the sea by a canal to Carlingford Lough. There is communication with Liverpool, Ardrossan, and Glasgow.

Six miles from Newry is Warrenport, a watering-place at the head of Carlingford Lough. There is a fine railway hotel, the Great Northern, and there is good bathing and boating. Coaches owned by Messrs. Norton & Co. take visitors around the Mourne Mountains and County Down coast to Rostrevor. There is a tramway of two miles, laid along a charming road, to Rostrevor.

Rostrevor is a delightful resort. It has a very fine hotel, the Great Northern, which is under railway management, with electric lights and all modern conveniences. There are also other good hotels. It is sheltered from the north and northeast by high hills, but is open towards the sea on the south. Three miles from the town is a sanatorium for the treatment of consumptives. The town is in a cove of Car-

lingford Lough, at the western end of the Mourne Mountains.

All visitors agree that Rostrevor is one of the most beautiful spots in the United Kingdom. It is a gem of a town in a setting of hills and valley and clear, quiet waters, with villas and gardens and all that can attract and hold the attention of a visitor. There are numberless pleasant excursions among the Mourne Mountains.

Trip No. 4. — Belfast, Downpatrick, Dundrum, Newcastle, and return to Belfast. Tickets, 1st class, 8*s.* 6*d.* ($2.12); 2d class, 6*s.* 6*d.* ($1.62); 3d class, 5*s.* ($1.25).

Downpatrick, twenty-seven miles south of Belfast, is the oldest town in Ulster. It has four principal streets, and was once divided into sections for the English, the Irish, and the Scotch. Ptolemy spoke of it and called it Dunun. St. Patrick founded the cathedral and built the Abbey of Saul in 432.

Three great saints are said to have found burial-place here: St. Patrick, St. Bridget, and St. Columba. They still show the grave of St. Patrick, which is in the burial-ground of the abbey, covered by a high, weather-beaten slab of granite that must weigh about seven tons.

The other two saints are supposed to rest in the same grave with St. Patrick; an old verse written by the monks is cited in proof of this: —

> "One tomb three saints contains, one vault below,
> Does Bridget, Patrick, and Columba show."

Dundrum is eight miles south of Downpatrick, with a prosperous people who owe their good fortune to the generous owners of the land out of the town. There is an old castle, and below this a bay where there is a fine hard beach when the tide is out. It is called the "Shore of the Champions"; for in the ancient days the young men of Ultonia came here to run and wrestle, and to have races and matches.

Newcastle is five miles from Dundrum, a fashionable seaside resort, with fine mountain scenery as a background. Donard Lodge has fine grounds, and Tollymore Park is delightful for walks and drives. In the Donard Lodge grounds walks have been made that lead to the Hermit's Glen. There are golf-links, good bathing, and tramps to be taken up Slieve Donard, under the shadow of which the town lies; it takes from three to four hours to go up the mountain, which is four miles in gradual ascent, and nearly as long to come down.

Adjoining the railway station is the Slieve Donard Hotel. It is in its own grounds of twelve acres, bordering on the beach, and tastefully laid out. There are baths for the visitor that include fresh and salt water, needle, douche, spray, shower, and Turkish baths. The hotel has also a model laundry, is electric-lighted throughout, and has elevators to each floor.

Trip No. 5. — Belfast, steamer to Bangor, Donaghadee, Larne Harbor, and return. Tickets, saloon, 3*s.* (75 cents); fore-cabin, 2*s.* (50 cents). Arrangements may be made to return from Larne by rail, one hour distant.

Leaving Belfast from the Queen's Quay station, we proceed to Bangor by saloon steamer.

Bangor is the popular seaside resort for Belfast. There are perfectly appointed bathing-establishments at Bangor, and it is the headquarters of the Royal Ulster Yacht Club. Sailing and row boats are for hire, and good men are at hand to manage them.

We may also take a train for Bangor, as they leave every hour, and on Saturdays and Sundays they leave every half-hour. On Wednesdays and Fridays during the summer, when weather permits, the Belfast and County Down Railway have evening steamer trips from Belfast that are most enjoyable.

There are some excursions from Bangor that are worth taking. One is to Clandeboye, two and a half miles, to visit the Castle of the Marquis of Dufferin. The drive is about half a mile long from the lodge to the castle. Lord Dufferin has some interesting collections that may be seen upon application at the lodge.

Another excursion is to Helen's Tower, four and a half miles away. It is on the top of a high hill, with a fragrant pine-wood about it, and deep nooks and small lakes and dells. The view is superb from the tower. There are the hills and plains of County Down, Belfast, and Strangford Loughs, the Antrim and Mourne Mountains, the Irish Sea, the hills of Cantire, Arran, and Wigton, and the Isle of Man.

Donaghadee is near Bangor on the Irish Sea, and twenty miles across from Scotland. It is a small town, with one wide street and several small ones leading out of it. There are some bathing-establishments and good bathing, and the climate is especially good.

Larne is situated at the mouth of the lough, with a Royal Mail service of steamers between its port and Stranraer. It is the shortest sea route between Ireland and Great Britain, — thirty-nine and a half miles.

The ruins on the Curran, Larne Harbor, are

of Olderfleet Castle, granted in 1610 to Sir Arthur Chichester, the founder of the Donegal family. It was at Olderfleet that Edward Bruce landed in 1315, when he came with a following of Scots to help the Irish free themselves from English rule.

A ferry runs between Olderfleet and what is called Magee Island. It is really a peninsula. Here are some valuable Druidical remains. On the east coast are the Gobbins. A new path has been made along the base of the Gobbins Cliffs, and there are wonderful ravines, bone caves, and natural aquariums that have no equal in all Europe. The cliffs are two hundred feet high.

Special Tickets.

Circular Tours.

Tickets sold from May 20 to September 26, good for two months.

Belfast, Dublin, Cork, Queenstown, "Prince of Wales Route," to Bantry, coach to Glengariff, Kenmare, "Grand Atlantic Coast Tour," coach to Parknasilla, Waterville, Cahirciveen, rail to Caragh Lake, Killarney, rail to Tralee, Listowel, Limerick, Killaloe, Lough Derg, and Shannon River, steamer to Banagher, rail to Dublin and Belfast. Tickets, 1st class, £5 13*s.* 6*d.* ($28.37); 2d class, £4 11*s.* ($22.75); 3d class, £3 7*s.* 6*d.* ($16.87).

Londonderry, rail to Enniskillen (for Lough Erne), rail to Sligo, to Athlone, *via* Mullingar, rail to Banagher, Banagher to Killaloe by Shannon River and Lough steamers, rail to Dublin,

and return to Londonderry. Tickets, 1st class, 68*s.* 3*d.* ($17.06); 2d class, 53*s.* 3*d.* ($13.31); 3d class, 36*s.* 9*d.* ($9.18). Tickets sold from May 1 to October 31. Good for two months.

Belfast, rail to Bundoran *via* Cloues, Donegal, Londonderry, Portrush, electric tram to Giant's Causeway and return, Portrush to Belfast. Tickets, 1st class, 42*s.* ($10.50); 2d class, 32*s.* ($8.00); 3d class, 24*s.* ($6.00).

Belfast, rail to Enniskillen, Sligo, Athlone, Banagher, Shannon River and Lough steamer to Killaloe, rail to Dublin and Belfast. Tickets, 1st class, 66*s.* ($16.50); 2d class, 51*s.* 6*d.* ($12.87); 3d class, 35*s.* 3*d.* ($8.81).

Belfast, rail to Enniskillen (for Lough Erne), Sligo, Claremorris, Achill, Westport, coach to Clifden, rail to Athlone, Banagher, Shannon River and Lough steamers to Killaloe, rail to Dublin and Belfast. Tickets, 1st class, 89*s.* 6*d.* ($22.37); 2d class, 69*s.* 6*d.* ($17.37); 3d class, 50*s.* 3*d.* ($12.56).

Dublin (Kingsbridge), Limerick, Tralee, Killarney, Waterford (*via* Mallow and Dungarvan), New Ross, Dublin (Westland Row or Harcourt Street). Tickets, 1st class, £3 3*d.* ($15.06); 2d class, £2 6*s.* 6*d.* ($11.62); 3d class, £1 10*s.* ($7.50).

Belfast to Bray, *via* Dublin & Loop Line, and return,	1st class, 32*s.* 6*d.* ($8.12). 2d class, 24*s.* 6*d.* ($6.12). 3d class, 16*s.* 6*d.* ($4.12).
Belfast to Rathdrum, *via* Dublin & Loop Line, and return,	1st class, 36*s.* 9*d.* ($9.18). 2d class, 27*s.* 7*d.* ($6.89). 3d class, 18*s.* 9*d.* ($4.68).
Belfast to Woodenbridge, *via* Dublin & Loop Line, and return,	1st class, 38*s.* 6*d.* ($9.62). 2d class, 29*s.* ($7.25). 3d class, 19*s.* 8*d.* ($4.91).
Killarney to Belfast, *via* Dublin, and return (break of journey at Dublin),	1st class, 63*s.* ($15.75). 2d class, 48*s.* 6*d.* ($12.12). 3d class, 35*s.* ($8.75).
Killarney to Londonderry, *via* Dublin, and return,	1st class, 73*s.* ($18.25). 2d class, 56*s.* ($14.00). 3d class, 40*s.* ($10.00).

Killarney to Enniskillen, *via* Dublin, and return,	1st class, 65*s.* 6*d.* ($16.37). 2d class, 50*s.* ($12.50). 3d class, 34*s.* 6*d.* ($8.62).

Excursion Tickets.

Sold from June 1 to September 30. Good for two months.

Belfast, Londonderry (break of journey allowed), Cresslough, for Rosapenna or Dunfanaghy Road. Tickets, 1st class, 25*s.* 4*d.* ($6.33); 2d class, 19*s.* 10*d.* ($4.95); 3d class, 14*s.* 2*d.* ($3.59).

Dublin, Londonderry (break of journey allowed), Cresslough, for Rosapenna or Dunfanaghy Road, Tickets, 1st class, 50*s.* 10*d.* ($12.70); 2d class, 37*s.* 6*d.* ($9.37); 3d class, 24*s.* 5*d.* ($6.10).

Dublin, rail to Drogheda, coach through the Valley of the Boyne, rail to Drogheda, Warrenpoint, Bundoran, Dublin. 9 A. M. express from Dublin. Tickets, 1st class, 42*s.* 6*d.* ($10.62); 2d class, 32*s.* 6*d.* ($8.12); 3d class, 23*s.* ($5.75).

Londonderry, rail to Enniskillen (for Lough Erne), Sligo (for Lough Gill), Claremorris (for Achill), Limerick, Dublin, Londonderry. Tickets, 1st class, 76*s.* ($19.00); 2d class, 58*s.* ($14.50); 3d class, 37*s.* 6*d.* ($9.37).

Tickets for the Summer.

Sold from June 3 to September 26. Good for two months.

Dublin (Kingsbridge), rail to Banagher, steamer on Shannon River and Lough Derg to Killaloe, rail to Tralee, Killarney, coach to Kenmare, Glengariff, Bantry, rail to Cork, Dublin. Tickets, 1st class, 70*s.* 3*d.* ($17.56); 2d class, 55*s.* 6*d.* ($13.87); 3d class, 38*s.* 9*d.* ($9.68).

Tickets good for One Week to go and return.

Londonderry — Belfast. (Issued Monday),	1st class, 10*s.* ($2.50). 2d class, 7*s.* 6*d.* ($1.87). 3d class, 5*s.* ($1.25).

Warrenpoint — Belfast. (Issued Wednesday),	1st class, 10*s.* ($2.50). 2d class, 7*s.* 6*d.* ($1.87). 3d class, 5*s.* ($1.25).
Bundoran — Londonderry. (Issued Tuesday and Friday),	1st class, 9*s.* 10*d.* ($2.45). 2d class, 7*s.* 6*d.* ($1.87). 3d class, 5*s.* 6*d.* ($1.37).
Castlecaldwell — Londonderry. (Issued Friday),	1st class, 9*s.* 2*d.* ($2.29). 2d class, 7*s.* ($1.75). 3d class, 5*s.* 2*d.* ($1.29).
Enniskillen — Londonderry. (Issued Friday),	1st class, 10*s.* 8*d.* ($2.66). 2d class, 7*s.* 10*d.* ($1.95). 3d class, 5*s.* ($1.25).
Belfast — Greenore, Lough Carlingford. (Issued daily, except Sunday),	1st class, 17*s.* ($4.25). 2d class, 12*s.* 9*d.* ($3.18). 3d class, 8*s.* 4*d.* ($2.08).
Dublin — Greenore, Lough Carlingford. (Issued daily, except Sunday),	1st class, 19*s.* 6*d.* ($4.87). 2d class, 14*s.* 9*d.* ($3.68). 3d class, 9*s.* 4*d.* ($2.33).
Londonderry — Greenore, Lough Carlingford. (Issued daily, except Sunday),	1st class, 29*s.* ($7.25). 2d class, 22*s.* ($5.50). 3d class, 14*s.* ($3.50).

Limited Excursion Tickets.

Sold from June 1 to September 30.

Good for Friday and Saturday up to, and including the following Tuesday.

Dublin to Sligo for Lough Gill, *via* Enniskillen. Tickets, 1st class, 25*s.* ($6.25); 2d class, 17*s.* 6*d.* ($4.37); 3d class, 10*s.* ($2.50).

Belfast, Sligo, *via* Enniskillen. Tickets, 1st class, 20*s.* ($5.00); 2d class, 16*s.* 6*d.* ($4.12); 3d class, 10*s.* ($2.50).

Special Day Trips.

Issued every week-day, June 10 to September 14.
Londonderry, rail to Enniskillen, steamer to Castlecaldwell, rail to Bundoran, rail to Londonderry. Tickets, 1st class, 10*s.* ($2.50); 2d class, 7*s.* ($1.75); 3d class, 5*s.* 6*d.* ($1.37).
Available for train leaving Londonderry at 7.05 A. M.

Special Tickets for Parties.

The railways of Ireland have arranged a series of delightful circular tours for small parties, with very reasonable rates.

These tickets are sold from May 1 to September 30, and they are good for two months.

The following routes and prices will serve as examples as to what may be arranged for in this way, with families or groups of friends:

Dublin, rail to Enniskillen (or Portadown), Londonderry, Bundoran (passengers to arrange for their own conveyance by road to Sligo), rail from Sligo, or Ballina or Achill, to Dublin. The traveller may use these tickets one way between Ballina or Achill. The journey may be broken at Dundalk, Enniskillen, Londonderry, Athenry, Athlone, and several other points on the route.

	Tickets.
For 1 passenger,	1st class, 71*s.* ($17.75). 2d class, 57*s.* ($14.25). 3d class, 40*s.* 6*d.* ($10.12).
" 2 passengers,	1st class, 128*s.* 9*d.* ($32.18). 2d class, 103*s.* 6*d.* ($25.87).

For 3 passengers,	1st class 183*s.* 3*d.* ($45.81). 2d class, 147*s.* 6*d.* ($36.87).
" 4 "	1st class, 231*s.* ($57.75). 2d class, 186*s.* 6*d.* ($46.62).

Dublin, rail to Belfast, Portrush, Londonderry, Enniskillen, Dundalk, Dublin.

Tickets.

For 1 passenger,	1st class, 52*s.* ($13.00). 2d class, 38*s.* 6*d.* ($9.62). 3d class, 29*s.* ($7.25).
" 2 passengers,	1st class, 99*s.* ($24.75). 2d class, 72*s.* 6*d.* ($18.12).
" 3 "	1st class, 145*s.* ($36.25). 2d class, 106*s.* 6*d.* ($26.62).
" 4 "	1st class, 188*s.* ($47.00). 2d class, 138*s.* 6*d.* ($34.62).

Tickets sold from May 1 to October 31. Good for two months.

Tickets by electric tram from Portrush to Giant's Causeway and return not included. Cost for this service: 1st class, and 2d class, 2*s.* (50 cents); 3d class, 1*s.* 6*d.* (37 cents).

Special Combined Railway and Hotel Tickets.

Railway round-trip tickets, 1st class, good for fourteen days, with one week's accommodation at St. Ann's Hydropathic Establishment at Blarney, may be obtained at Dublin (Kingsbridge), for £4 ($20). As the railway round-trip ticket is £2 2*s.* 9*d.* ($10.68), it makes the cost of the trip and visit at this magnificent resort very reasonable.

Combined railway round-trip tickets, 1st class, good for fourteen days, and for seven days' accommodation at the fine Hydropathic and Spa Hotel, at Lucan, may be obtained at

Cork for £3 13*s.* ($18.25); and from Dublin for £2 6*s.* 3*d.* ($11.56).

Combined 1st class railway ticket, round-trip, and accommodation for three days at the Rostrevor Hotel, may be obtained at Belfast for 35*s.* ($8.75); from Dublin, for 39*s.* ($9.75).

Coach Service.

Tarbert to Listowel, all the year round, one hour and forty minutes. Single fare, 2*s.* (50 cents); round trip, 3*s.* 6*d.* (87 cents).

Ennistymon and Lisdoonvarna, June to September, inclusive, an hour and a quarter. Single fare, 1*s.* (25 cents); round trip, 1*s.* 9*d.* (43 cents).

Lisdoonvarna and Ballyvaughan, June to September, inclusive, one hour and thirty-five minutes. Single fare, 1*s.* 6*d.* (37 cents); round trip, 2*s.* 6*d.* (62 cents).

Rooskey and Dromod, all the year round, single fare, 6*d.* (12 cents); round trip, 10*d.* (20 cents).

Coach Service from July 1.

Warrenpoint — Kilkeel, round trip, 2*s.* 6*d.* (62 cents).
Warrenpoint — Newcastle, round trip, 5*s.* ($1.25).
Rostrevor — Kilkeel, round trip, 2*s.* 6*d.* (62 cents).
Rostrevor — Newcastle, round trip, 4*s.* 6*d.* ($1.12).
Warrenpoint to Newcastle by coach road, 26 miles.

Steamers, Lough Carlingford.

Warrenpoint to Greenore (and return), 1*s.* (25 cents).
Warrenpoint to Greencastle (and return), 1*s.* (25 cents).
Warrenpoint to Greencastle, coach to Warrenpoint, *via* Kilkeel, 2*s.* 6*d.* (62 cents).

Coach Fares in Ireland.

Kenmare to Cahirciveen, 12*s.* ($3.00).
Kenmare to Waterville, 9*s.* 6*d.* ($2.37).
Achill Island service — from June to September 30.

Achill to Dugort, 2*s.* 6*d.* (62 cents), including driver's fee. One hour and forty minutes.

Clifden to Westport, *via* Delphi and Louisburgh, 10*s.* ($2.50). Four hours to Leenane. Obliged to stop for the night. Leenane Hotel. Next day about six hours to Westport. Clifden to Leenane, 4*s.* 6*d.* ($1.12). Leenane to Westport, 5*s.* 6*d.* ($1.37).

Suggestions as to Time.

If a visitor has only a limited time for Ireland, it could best be divided in the following way:

For three days: Queenstown to Cork by rail. Drive about Cork; train to Blarney Castle and return. Second day, rail to Killarney and enjoy a long drive to all points of interest. Third day, rail to Dublin and drive about the city.

For four days: Queenstown to Cork by rail. Drive about Cork; train to Blarney Castle and return. Second day, rail to Killarney and drive to chief places near the town. Third day, rail to Dublin, and drive in the afternoon. Fourth day, devoted to Dublin.

For five days: Queenstown to Cork by rail. Drive about Cork; train to Blarney Castle and return. Second day, by "Prince of Wales Route" to Glengariff. Third day, to Killarney by coach, and drive about Killarney to points of interest. Fourth day, to Dublin, and drive about the city. Fifth day, devoted to Dublin.

For seven days: Queenstown to Cork by rail. Drive about Cork; train to Blarney Castle and return. Second day, "Prince of Wales Route" to Glengariff. Third day, coach to Kenmare and Parknasilla. Fourth day, coach and rail to Killarney. Fifth day in Killarney. Sixth day to Dublin, and drive about the city. Seventh day devoted to Dublin.

For seven days: Queenstown to Cork by steamer. Drive about Cork; train to Blarney Castle and return. Second day,

"Prince of Wales Route" to Glengariff. Third day, coach to Killarney and drive to points of interest. Fourth day, rail to Dublin, and drive about the city. Fifth day, train to Belfast, and take a tramway trip about the city. Sixth day, to Giant's Causeway and return. Seventh day, in Belfast, and take a drive out of town.

A longer period of time at the visitor's disposal could be arranged to include the lake and river trips, and the wonderful West Coast routes.

Tips at Hotels.

Even where the rates at hotels and boarding-establishments are said to include attendance, tips are expected by the servants who wait upon a visitor. The wages are very small in these places, and it is expected that the tips will add to their amount. Americans can hardly find fault with the tipping system, as they are so liberal in this regard at home. On the contrary, they find much satisfaction in giving the small sums that are so gratefully received.

Tips should not be given till the visitor is leaving the hotel or boarding-place. One gets uniform and careful service, as the servants expect the tip. It is not necessary to pay in advance for attention, and a visitor should conform to the customs of the country in which he

is staying. At hotels it is sufficient to divide 1*s.* (25 cents) a day among the servants who wait upon one, — the head porter, table waiter, chambermaid, and man who attends to polishing the shoes. Divide it as indicated and add a little more to the head porter's tip, as he gives much and special service.

In the event of a long stay (of two weeks or more), reduce the sum per day to what seems reasonable. If the stay is only for a day, 1*s.* 6*d.* (37 cents) will be sufficient. In boarding-establishments, where there are few servants, 8*d.* (16 cents) a day will be sufficient; less per day for a long period; and 1*s.* (25 cents) for a stay of a day.

HOTELS IN IRELAND.

Hotels where chamber, lights, attendance, and three meals may be obtained for 12*s.* ($3.00) a day, and up, according to position of chamber, are marked †.

Hotels where the same service will cost 10*s.* 6*d.* ($2.62) a day, and up, are marked *.

Hotels and boarding-places where arrangements may be made for a less price a day, are unmarked. A bargain can be made either by letter, or in person upon arrival; but a letter in advance is more satisfactory.

Achill Island, Dugort — * The Silvermore Hotel.

Antrim — Massereene Arms Hotel.

Armagh — * Beresford Hotel, Limited (garage, petrol).

Ballina — * Imperial and Royal hotels.

Ballybunion — † Castle Hotel.

Ballycastle — * Antrim Arms.
Ballyshannon — * Royal Hotel.
Banagher — Miller's Family and Commercial Hotel.
Bantry — * Vickery's Hotel.
Belfast — † Royal Avenue. † Grand Central. † Station Hotel. † Grand Metropole (garage). * Granville Hotel, College Square, East. Kensington Family Hotel, College Square, East.
Blarney — * St. Ann's Hill Hydropathic Hotel.
Bray — * Royal Hotel. * Esplanade Hotel. Spring Mount Private Hotel. Hotel Victoria ($1.50 a day), Bray Head.
Bundoran — † Great Northern Hotel. Central Hotel. Enniskillen House. New York House. Atlantic Hotel. Sweeny's Hotel. The Cliff. Tyrone Lodge.
Cahirciveen — * Railway Hotel.
Cappoquin — Walsh's Hotel (garage).
Caragh Lake — † Great Southern.
Carrigart — † Rosapenna Hotel.
Castleconnell — Shannon Hotel ($1.50 to $1.75 a day).
Clifden — Railway Hotel. McDonnell's Dudley Arms Hotel.
Cork — † Imperial Hotel. † Great Southern Hotel. * Hotel Metropole. Moore's Hotel. Windsor Hotel. Munster Hotel ($1.75 a day).
Donegal — * Arran Arms Hotel.
Dublin — † Shelbourne Hotel (garage). † Hotel Metropole. † The Gresham Hotel. * The Delphine Hotel and Restaurant. * Jammet Hotel and Restaurant (only French restaurant in Dublin). Ormond Hotel. Clarence Hotel.
Ennis — The Old Ground Hotel. Carmody's Hotel.
Enniskillen — † Imperial Hotel.
Galway — * Railway Hotel.
Giant's Causeway — † Causeway Hotel.
Glendalough — Richardson's Lake Hotel.
Glengariff — † Roche's Hotel (garage). † Eccles Hotel (garage). * Bellevue Hotel.
Howth — † Claremont Hotel. "Waverly," high-class boarding-house.
Kenmare — † Great Southern Hotel.

Kilkee — † Moore Bay Hotel. † Royal Marine Hotel. * West End Hotel.

Killarney — † Great Southern (garage). † Royal Victoria (garage). † Lake Hotel. * Muckross Hotel. Lake View. International Hotel. New Hotel and Boarding-Establishment, under management of Great Southern & Western Railway. Globe Hotel.

Killaloe — † Royal Victoria. † Great Southern Hotel. * Lake Side Hotel. Shannon View Hotel. Grace's Hotel. Ayle Vane House.

Kingstown — † Royal Mail Hotel.

Larne — Laharna Hotel.

Lehinch — † Golf Links Hotel.

Limerick — † Cruise's Royal. † Royal George Hotel. † Glentworth Hotel (garage).

Lisdoonvarna — * Imperial Hotel. * Atlantic View Hotel. * Royal Spa Hotel. * Thomond House. Ravine Hotel.

Lismore — † Devonshire Arms Hotel. Mrs. Hale's, South Mall.

Listowel — Listowel Hotel.

Londonderry — † Imperial Hotel. * Ulster Hotel. City Hotel.

Lucan — † Spa Hotel (garage).

Malahide — * Railway Hotel, Management of M. G. W. Railway Co. Grand Hotel. Mrs. Browne. Ross Terrace.

Mallaranny — † Railway Hotel.

Macroom — * Victoria Hotel.

Miltown Malbay — * Atlantic Hotel.

Newcastle — † Slieve Donard Hotel (garage, petrol). Miss Clyde, Eglinton Terrace.

Avoca — Vale View Hotel.

Parknasilla — † Great Southern Hotel.

Portrush — † Northern Counties Railway Hotel. Lloyd's New Hotel.

Portsalon — † Portsalon Hotel.

Queenstown — † Queen's Hotel; address W. Hembert, Agent, 318 W. 57th St., New York City. Kilmurray's Royal Hotel.

Rathdrum — † Grand Central Hotel.

Recess — † Railway Hotel, owned and managed by the Midland Great Western Railway Co. (garage, petrol).
Rosapenna — † Rosapenna Hotel.
Rostrevor — † Great Northern Hotel. Bay View House. Central Hotel. Mrs. Lyon's, Riverview.
Rosslare — * Rosslare Hotel.
Skerries — Mrs. Butler, Strand Street. Miss Johnston, Strand Street.
Sligo — † Victoria Hotel.
Sutton — * Strand Hotel (petrol). Bellevue House, Miss McAllister.
Tralee — Central Hotel.
Valencia — † Royal Hotel.
Warrenpoint — † Great Northern Hotel. Bee Hotel, Mrs. Connelly.
Waterford — † Imperial Hotel.
Waterville — † Great Southern Hotel. * Bay View Hotel. Darrymane Hotel.
Youghal — † Devonshire Arms Hotel. † Imperial Hotel.

Cycling in Ireland.

Nothing could be more satisfactory than a cycling tour in Ireland. The roads are good, distances between towns are short, and hotel accommodations are adequate. This mode of travel offers the best opportunity to see the country and visit points somewhat off the regular line of travel.

To tour Ireland with a motor cycle would be delightful. An American motor cycle costs from $175 to $225. Those with double cylinders cost from $225 to $275. The cost to get one of

these to Queenstown, Liverpool, or London, by freight, would be $5.25, plus the boxing and brokerage. English motor cycles cost from £37 ($185) to £40 ($200) for one-cylinder, and from £46 ($230) to £50 ($250) for two-cylinder machines. There is a duty of 45 per cent to bring these into America.

Cycle and Motor-Cycle Tours.

COUNTY DOWN.

Cycling Routes.

One day, Belfast, Holywood, 5½ miles.
Crawfordsburn, 10½ miles.
Bangor, 12¾ miles.
Donaghadie, 19¼ miles.
Newtonards, 29 miles.
Belfast, 39 miles.

One day, Belfast, Comber, 9 miles.
Grey Abbey, 20½ miles.
Ballywalter, 24 miles.
Ballyhalbert, 27½ miles.
Cloughey Bay, 34 miles.
Portaferry, 40½ miles.

One day, Portaferry, Strongford, ½ mile.
Ardglars, 9 miles.
Killough, 11¼ miles.
Downpatrick, 17½ miles.
Killyleagh, 23½ miles.
Killinchy, 29¾ miles.
Belfast, 44¾ miles.

One day, Belfast, Ballynahinch, 14½ miles.
Castlewellan, 26 miles.
Bryansford, 28½ miles.

One day, Bryansford, Dundrum, 4½ miles.
Newcastle, 8½ miles.
Kilkeel, 21¼ miles.
Bryansford, 37½ miles.

One day, Bryansford, Hilltown, 9 miles.
Rostrevor, 16½ miles.
Warrenpoint, 18¾ miles.

One day, Warrenpoint, Newry, 6¾ miles.
Banbridge, 20¼ miles.
Dromore, 27¼ miles.
Hillsborough, 31¾ miles.
Lisburn, 35½ miles.
Belfast, 43¾ miles.

First day, Belfast, Carrickfergus, 10 miles.
Larne, 24½ miles.
Glenarm, 35¼ miles.
Carnlough, 37¾ miles.
Cushendall, 49¼ miles.

Second day, Cushendall, Cushendun, 4¼ miles.
Ballycastle, 18¾ miles.
Ballintoy, 24¼ miles.
Giant's Causeway, 32¾ miles.

Third day, Giant's Causeway, Bushmills, 2 miles.
Portrush, 7 miles.
Coleraine, 13 miles.
Limarvady, 27 miles.
Londonderry, 43¼ miles.

CYCLING TOUR FROM CORK.

First day, Rail from Cork to Macroom. Cycle to Inchigeela, 10 miles; or, cycle from Cork to Inchigeela, 33 miles.

Second day, Inchigeela, Bealnageary, 6 miles.
Pass of Keimaneigh, 13 miles.
Glengariff, 27 miles.
(Make a stop of a day or two at Glengariff, if possible.)

Third day, Glengariff, Kenmare, 18 miles.
Windy Gap, 23 miles.
Mulgrave Barracks, 26½ miles.
Muckross Abbey, Killarney, about 29 miles.

Cycling Trips from or to Dublin.

Rail, Dublin to Beauparc, returning from Navan. Cycle trip from Beauparc to Slane, three and a half miles. Cross Slane Bridge, over which a portion of King William's cavalry charged. There is a small hotel at Slane. Note Hill of Slane, Castle of Marquis Conyngham, and river Boyne. Slane to Navan, seven miles. Pass ruins of Castle of Dunmoe, an old chapel, and Donaghmore Round Tower, one hundred feet high.

From Navan to Bective Abbey, five miles; from the abbey to Trim station, five and a half miles; Hill of Tara, Navan, seven miles. Cycling distance, thirty-six miles.

Tickets (railway), 1st class, 9*s.* 9*d.* ($2.43);
2d class, 7*s.* 3*d.* ($1.81);
3d class, 4*s.* 6*d.* ($1.12).

Rail, Dublin to Kells, returning from Navan. Cycle from Kells to Athboy, eight and three-quarter miles; Athboy to Trim, seven and a quarter miles. Connell's small "Commercial Hotel." Ruin of castle and old tower called "Yellow Steeple," 125 feet high.

Trim to Laracor, two miles. Swift lived here for some years and "Stella," Hester Johnson, lodged at Trim. One and a half miles beyond Laracor is Dangan Castle, partly old and partly modern. It was the home of the Duke of Wellington's father, and the "Iron Duke" spent most of his boyhood here. Trim sent him to the Irish Parliament in 1790. There is a Wellington Column at Trim, erected in 1817. Cycle, Trim to Hill of Tara, eight miles; Hill of Tara to Navan, seven miles. Cycling distance, thirty-one miles.

Tickets (railway), 1st class, 9*s.* 9*d.* ($2.43).
2d class, 7*s.* 3*d.* ($1.81).
3d class, 4*s.* 6*d.* ($1.12).

Popular Golf-Links.

Baltrae (four miles from Drogheda). "County Louth Golf Club." 5*s.* ($1.25) a month.

Bundoran. Great Northern Hotel Links. Free for visitors at the hotel.

Newcastle. "County Down Golf Club." 18 holes. 2*s.* 6*d.* (62 cents) a day; 10*s.* ($2.50) a week.

Malahide. "Island Golf Club." 18 holes. For visitors at Grand Hotel, 1*s.* (25 cents) a day; 5*s.* ($1.25) a week.

Rosapenna. Golf links. 1*s.* (25 cents) a day; 2*s.* 6*d.* (62 cents) a week.

Warrenpoint and Rostrevor. "Greenore Golf Club," 18 holes. 1*s.* 6*d.* (37 cents) a day; 5*s.* ($1.25) a week.

Salmon and Trout Fishing.

At almost all the hotels in the lake and mountain regions of Ireland, arrangements may be made for good fishing. Sometimes it is necessary to pay a small fee for permission to enjoy the sport, but often it is a courtesy extended by the hotel management.

Following are some points on the best regions for fishing, and how to arrange for the sport.

As a rule it is a good idea to get flies where the fishing is to be done, as certain flies suit certain streams.

One of the best places to get salmon fishing is at Newtownstuart, County Tyrone, in the north, to which point there is excellent train service from Dublin or Belfast. The fishing rights are owned by the Foyle and Baun Fish-

ery Co., and they have established a hatchery not far from the railway station.

The fishing for brown trout begins April 1; for salmon and white trout it begins June 1, and lasts till October 10. The Fishery Company charge for rod-fishing for salmon, £4 ($20) for the entire season; 10*s.* ($2.50) a week; and 2*s.* 6*d.* (62 cents) a day, the angler keeping all his fish. The charge for trout fishing for the entire season is only 5*s.* ($1.25).

There are three good hotels: the "Castle," the "Baird Arms," and the "Abercorn." This last is fitted with all modern conveniences, including hot and cold baths.

From Bundoran as a headquarters there are many points where there is fine fishing for salmon and trout. There is free trout-fishing in Lough Melvin, very near, and Lough Erne and the river Erne at Ballyshannon are convenient.

At Pettigo there is the fishing in Lough Derg; at Sligo in Lough Gill. At Rosapenna, up north, salmon-fishing is free to hotel guests from February 1 to the end of July; and trout-fishing is also free. There is no charge for the boats on the lakes or rivers. Salmon rods, licenses, and flies can be obtained from the hotel manager.

There is sea-trout fishing in Mulroy Bay, two miles from the hotel; and deep-sea fishing in the Sheep Haven. Boats may be hired by the hour or the day.

By writing to the manager, Hotel Rosapenna, Carrigart, County Donegal, Ireland, an illustrated booklet giving full details may be procured.

At Gweendore, in the Donegal Highlands, there is fine sport. Visitors at the Gweendore Hotel may fish for sea and brown trout on the lakes and a part of the Clady River, at no expense. For magnificent salmon-fishing on the Clady River, the following charges are made, and tickets may be obtained at the hotel: —

For June, July, and August, a single rod, 10*s.* ($2.50) a day, with one fish free; a single rod for a week, £2 10*s.* ($12.50) and two fish free; for a month, £9 ($45), and two fish free each week. During April, May, and October fishing is free. Boats for fishing on the loughs are 2*s.* (50 cents) a day, and each man employed in the boat gets 2*s.* 6*d.* (62 cents) a day.

The centre of fishing in the North is at Dungloe, where there is a fishery that embraces over one hundred lakes. The terms are, £1 5*s.* ($6.25) a week; £3 ($15) a month. Boat and

man 3*s.* 6*d.* (87 cents) a day. To obtain full particulars address Mr. S. Hanlon, Manager of Fishery, Dungloe, Ireland.

GUIDE BOOKS FOR IRELAND.

Antrim, Giant's Causeway, etc., Ward, Locke & Co., 1*s.* (25 cents).
Belfast and North Ireland, Black, 1*s.* (25 cents).
Cork, Killarney, etc., Ward, Locke & Co., 1*s.* (25 cents).
Dublin, Ward, Locke & Co., 1*s.* (25 cents).
Great Britain, Baedeker, 10*s.* ($2.50).
Ireland, Lake District, North, Ward, Locke & Co., 1*s.* (25 cents).
Ireland, Lake District, Black, 1*s.* (25 cents).
Ireland, Black, 5*s.* ($1.25).
Limerick, Coast of Clare, Ward, Locke & Co., 1*s.* (25 cents).
Maps, — Sectional, Thos. Cook & Son, 6*d.* (12 cents).

RAILWAY FARES IN IRELAND.

Single tickets from

Achill to Ballybrophy:	1st class, 49*s.* 4*d.* ($12.33). 2d class, 34*s.* 9*d.* ($8.68). 3d class, 23*s.* 3*d.* ($5.81).
" " Castleconnell:	1st class, 30*s.* ($7.50). 2d class, 19*s.* 4*d.* ($4.83). 3d class, 14*s.* ($3.50).
" " Clifden:	1st class, 40*s.* 4*d.* ($10.08). 2d class, 29*s.* 8*d.* ($7.41). 3d class, 19*s.* 1*d.* ($4.77).
" " Cork:	1st class, 50*s.* 3*d.* ($12.56). 2d class, 36*s.* 2*d.* ($9.04). 3d class, 23*s.* 7*d.* ($5.89).

Achill to Ennis:	1st class, 27*s.* 6*d.* ($6.87). 2d class, 17*s.* 2*d.* ($4.29). 3d class, 13*s.* 9*d.* ($3.43).
" " Galway:	1st class, 35*s.* 7*d.* ($8.89). 2d class, 24*s.* 3*d.* ($6.06). 3d class, 16*s.* 7*d.* ($4.14).
" " Killarney:	1st class, 55*s.* 5*d.* ($13.85). 2d class, 40*s.* 3*d.* ($10.06). 3d class, 26*s.* 3*d.* ($6.56).
" " Limerick:	1st class, 10*s.* 9*d.* ($2.68). 2d class, 9*s.* 8*d.* ($2.41). 3d class, 5*s.* 4*d.* ($1.33).
" " Listowel:	1st class, 40*s.* 10*d.* ($10.20). 2d class, 25*s.* 6*d.* ($6.37). 3d class, 20*s.* 5*d.* ($5.10).
Belfast to Antrim:	1st class, 3*s.* 5*d.* ($0.85). 2d class, 2*s.* 5*d.* ($0.60). 3d class, 1*s.* 6*d.* ($0.37).
" " Bangor:	1st class, 1*s.* 6*d.* ($0.37). 2d class, 1*s.* ($0.25). 3d class, 9*d.* ($0.18).
" " Bundoran:	1st class, 20*s.* 8*d.* ($5.16). 2d class, 15*s.* 6*d.* ($3.87). 3d class, 9*s.* 7*d.* ($2.39).
" " Donegal:	1st class, 16*s.* 6*d.* ($4.12). 2d class, 13*s.* ($3.25). 3d class, 9*s.* 10*d.* ($2.45).
" " Downpatrick:	1st class, 4*s.* ($1.00). 2d class, 2*s.* 10*d.* ($0.70). 3d class, 1*s.* 9*d.* ($0.43).
" " Drogheda:	1st class, 14*s.* 6*d.* ($3.62). 2d class, 11*s.* ($2.75). 3d class, 6*s.* 9*d.* ($1.68).

Belfast to Enniskillen:	1st class, 15*s.* 4*d.* ($3.83). 2d class, 11*s.* 7*d.* ($2.89). 3d class, 7*s.* 2*d.* ($1.79).
" " Londonderry:	1st class, 12*s.* ($3.00). 2d class, 9*s.* 6*d.* ($2.37). 3d class, 7*s.* 11*d.* ($1.97).
" " Portrush:	1st class, 8*s.* 6*d.* ($2.12). 2d class, 6*s.* 8*d.* ($1.66). 3d class, 5*s.* 5*d.* ($1.35).
" " Sligo:	1st class, 23*s.* 10*d.* ($5.95). 2d class, 18*s.* ($4.50). 3d class, 11*s.* 4*d.* ($2.83).
" " Strabane:	1st class, 12*s.* ($3.00). 2d class, 9*s.* 6*d.* ($2.37). 3d class, 7*s.* 2*d.* ($1.79).
" " Warrenpoint:	1st class, 8*s.* 10*d.* ($2.20). 2d class, 6*s.* 8*d.* ($1.66). 3d class, 4*s.* 3*d.* ($1.06).
Cork to Athlone:	1st class, 29*s.* ($7.25). 2d class, 22*s.* ($5.50). 3d class, 13*s.* 6*d.* ($3.37).
" " Ballybrophy:	1st class, 18*s.* 2*d.* ($4.54). 2d class, 13*s.* 7*d.* ($3.39). 3d class, 8*s.* 2*d.* ($2.04).
" " Ballyhooley:	1st class, 4*s.* 5*d.* ($1.10). 2d class, 3*s.* 4*d.* ($0.83). 3d class, 2*s.* ($0.50).
" " Banagher:	1st class, 29*s.* 6*d.* ($7.37). 2d class, 22*s.* 4*d.* ($5.58). 3d class, 13*s.* 9*d.* ($3.43).
" " Cahirciveen:	1st class, 19*s.* 7*d.* ($4.89). 2d class, 14*s.* 8*d.* ($3.66). 3d class, 9*s.* ($2.25).

Cork to Caragh Lake:	1st class, 16*s.* 1*d.* ($4.02). 2d class, 12*s.* ($3.00). 3d class, 7*s.* 3*d.* ($1.81).
" " Castleconnell:	1st class, 13*s.* ($3.25). 2d class, 9*s.* 9*d.* ($2.43). 3d class, 5*s.* 11*d.* ($1.47).
" " Dublin: (Kingsbridge)	1st class, 29*s.* 6*d.* ($7.37). 2d class, 22*s.* 4*d.* ($5.58). 3d class, 13*s.* 9*d.* ($3.43).
" " Dublin: (North Wall)	1st class, 30*s.* 6*d.* ($7.62). 2d class, 23*s.* 1*d.* ($5.77). 3d class, 14*s.* 3*d.* ($3.56).
" " Ennis:	1st class, 15*s.* 9*d.* ($3.93). 2d class, 11*s.* 10*d.* ($2.95). 3d class, 7*s.* 1*d.* ($1.77).
" " Foynes:	1st class, 13*s.* 7*d.* ($3.39). 2d class, 10*s.* 2*d.* ($2.54). 3d class, 6*s.* 1*d.* ($1.52).
" " Killarney:	1st class, 11*s.* 4*d.* ($2.83). 2d class, 8*s.* 6*d.* ($2.12). 3d class, 5*s.* 1*d.* ($1.27).
" " Limerick:	1st class, 11*s.* 4*d.* ($2.83). 2d class, 8*s.* 6*d.* ($2.12). 3d class, 5*s.* 1*d.* ($1.27).
" " Lismore:	1st class, 6*s.* 7*d.* ($1.64). 2d class, 5*s.* 4*d.* ($1.33). 3d class, 3*s.* 3*d.* ($0.81).
" " Listowel:	1st class, 18*s.* ($4.50). 2d class, 13*s.* 6*d.* ($3.37). 3d class, 8*s.* 1*d.* ($2.02).
" " Mitchelstown:	1st class, 6*s.* 5*d.* ($1.60). 2d class, 4*s.* 10*d.* ($1.20). 3d class, 3*s.* ($0.75).

Cork to Youghal:	1st class, 4*s.* ($1.00). 2d class, 3*s.* ($0.75). 3d class, 2*s.* ($0.50).
Dublin to Athlone: (Kingsbridge)	1st class, 14*s.* 8*d.* ($3.66). 2d class, 10*s.* 10*d.* ($2.70). 3d class, 6*s.* 6*d.* ($1.62).
" " Balbriggan:	1st class, 3*s.* 8*d.* ($0.91). 2d class, 2*s.* 9*d.* ($0.68). 3d class, 1*s.* 9*d.* ($0.43).
" " Ballybrophy:	1st class, 12*s.* 3*d.* ($3.06). 2d class, 9*s.* 3*d.* ($2.31). 3d class, 5*s.* 6*d.* ($1.37).
" " Banagher:	1st class, 15*s.* 5*d.* ($3.85). 2d class, 11*s.* 7*d.* ($2.89). 3d class, 6*s.* 11*d.* ($1.72).
" " Belfast: (express)	1st class, 20*s.* ($5.00). 2d class, 15*s.* ($3.75). 3d class, 9*s.* 1*d.* ($2.27).
" " Birdhill:	1st class, 20*s.* ($5.00). 2d class, 15*s.* ($3.75). 3d class, 9*s.* 1*d.* ($2.27).
" " Bundoran:	1st class, 25*s.* 4*d.* ($6.33). 2d class, 19*s.* 4*d.* ($4.83). 3d class, 12*s.* 6*d.* ($3.12).
" " Cappoquin:	1st class, 31*s.* 6*d.* ($7.87). 2d class, 24*s.* 2*d.* ($6.04). 3d class, 15*s.* ($3.75).
" " Caragh Lake:	1st class, 36*s.* 6*d.* ($9.12). 2d class, 28*s.* ($7.00). 3d class, 17*s.* 7*d.* ($4.39).
" " Cashel:	1st class, 18*s.* 6*d.* ($4.62). 2d class, 13*s.* 11*d.* ($3.47). 3d class, 8*s.* 5*d.* ($2.10).

Dublin to Castleconnell:	1st class, 20*s.* 9*d.* ($5.18). 2d class, 15*s.* 7*d.* ($3.89). 3d class, 9*s.* 5*d.* ($2.35).
" " Cork:	1st class, 29*s.* 6*d.* ($7.37). 2d class, 22*s.* 4*d.* ($5.58). 3d class, 13*s.* 9*d.* ($3.43).
" " Donegal:	1st class, 31*s.* 10*d.* ($7.95). 2d class, 23*s.* 6*d.* ($5.87). 3d class, 15*s.* 1*d.* ($3.77).
" " Drogheda:	1st class, 5*s.* 6*d.* ($1.37). 2d class, 4*s.* ($1.00). 3d class, 2*s.* 6*d.* ($0.62).
" " Ennis:	1st class, 27*s.* 6*d.* ($6.87). 2d class, 19*s.* 7*d.* ($4.89). 3d class, 12*s.* 5*d.* ($3.10).
" " Enniskillen:	1st class, 20*s.* 4*d.* ($5.08). 2d class, 15*s.* 4*d.* ($3.83). 3d class, 9*s.* 8*d.* ($2.41).
" " Foynes	1st class, 28*s.* 6*d.* ($7.12). 2d class, 21*s.* 5*d.* ($5.35). 3d class, 13*s.* ($3.25).
" " Gould's Cross:	1st class, 17*s.* 5*d.* ($4.35). 2d class, 13*s.* ($3.25). 3d class, 7*s.* 11*d.* ($1.97).
" " Kenmare:	1st class, 34*s.* 9*d.* ($8.68). 2d class, 26*s.* 4*d.* ($6.58). 3d class, 16*s.* 4*d.* ($4.08).
" " Killarney:	1st class, 32*s.* 6*d.* ($8.12). 2d class, 24*s.* 9*d.* ($6.18). 3d class, 15*s.* 5*d.* ($3.85).
" " Limerick:	1st class, 23*s.* 6*d.* ($5.87). 2d class, 17*s.* 8*d.* ($4.41). 3d class, 10*s.* 9*d.* ($2.68).

Dublin to Listowel:		1st class, 32*s.* 11*d.* ($8.22). 2d class, 24*s.* 8*d.* ($6.16). 3d class, 14*s.* 11*d.* ($3.72).
"	" Londonderry:	1st class, 27*s.* 6*d.* ($6.87). 2d class, 21*s.* ($5.25). 3d class, 13*s.* 7*d.* ($3.39).
"	" Lucan:	1st class, 1*s.* 3*d.* ($0.31). 2d class, 1*s.* ($0.25). 3d class, 6*d.* ($0.12).
"	" Malahide:	1st class, 1*s.* 6*d.* ($0.37). 2d class, 1*s.* ($0.25). 3d class, 9*d.* ($0.18).
"	" Mount Mellick:	1st class, 10*s.* 10*d.* ($2.70). 2d class, 8*s.* 1*d.* ($2.02). 3d class. 4*s.* 10*d.* ($1.20).
"	" Mourne Abbey:	1st class, 26*s.* 7*d.* ($6.64). 2d class, 20*s.* 1*d.* ($5.02). 3d class, 12*s.* 4*d.* ($3.08).
"	" Queenstown:	1st class, 30*s.* 10*d.* ($7.70). 2d class, 23*s.* 4*d.* ($5.83). 3d class, 14*s.* 5*d.* ($3.60).
"	" Skerries:	1st class, 3*s.* ($0.75). 2d class, 2*s.* 3*d.* ($0.56). 3d class, 1*s.* 5*d.* ($0.35).
"	" Sligo:	1st class, 25*s.* 2*d.* ($6.29). 2d class, 17*s.* 10*d.* ($4.45). 3d class, 11*s.* 2*d.* ($2.79).
"	" Strabane:	1st class, 26*s.* 6*d.* ($6.62). 2d class, 19*s.* 6*d.* ($4.87). 3d class, 12*s.* 5*d.* ($3.10).
"	" Thurles:	1st class, 16*s.* ($4.00). 2d class, 12*s.* ($3.00). 3d class, 7*s.* 2*d.* ($1.79).

Dublin to Valencia Harbor: 1st class, 40*s.* 6*d.* ($10.12).
2d class, 31*s.* ($7.75).
3d class, 19*s.* 6*d.* ($4.87).

" " Warrenpoint: 1st class, 14*s.* 1*d.* ($3.52).
2d class, 10*s.* 8*d.* ($2.66).
3d class, 6*s.* 10*d.* ($1.70).

" " Youghal: 1st class, 33*s.* 6*d.* ($8.37).
2d class, 25*s.* 4*d.* ($6.33).
3d class, 15*s.* 9*d.* ($3.93).

Limerick to Athlone: 1st class, 23*s.* ($5.75).
2d class, 17*s.* 3*d.* ($4.31).
3d class, 10*s.* 6*d.* ($2.62).

" " Ballybrophy: 1st class, 10*s.* 9*d.* ($2.68).
2d class, 7*s.* 10*d.* ($1.95).
3d class, 4*s.* 8*d.* ($1.16).

" " Banagher: 1st class, 23*s.* 4*d.* ($5.83).
2d class, 17*s.* 7*d.* ($4.39).
3d class, 10*s.* 9*d.* ($2.68).

" " Castleconnell: 1st class, 1*s.* 7*d.* ($0.39).
2d class, 1*s.* 3*d.* ($0.31).
3d class, 9*d.* ($0.18).

" " Cork: 1st class, 11*s.* 4*d.* ($2.83).
2d class, 8*s.* 6*d.* ($2.12).
3d class, 5*s.* 1*d.* ($1.27).

" " Dublin: (Kingsbridge) 1st class, 23*s.* 6*d.* ($5.87).
2d class, 17*s.* 8*d.* ($4.41).
3d class, 10*s.* 9*d.* ($2.68).

" " Ennis: 1st class, 4*s.* 3*d.* ($1.06).
2d class, 3*s.* 2*d.* ($0.79).
3d class, 2*s.* 1*d.* ($0.52).

" " Killarney: 1st class, 14*s.* 10*d.* ($3.70).
2d class, 11*s.* 2*d.* (($2.79).
3d class, 6*s.* 9*d.* ($1.68).

Limerick to Listowel:	1st class, 9*s.* 7*d.* ($2.39).
	2d class, 5*s.* 11*d.* ($1.47).
	3d class, 4*s.* 3*d.* ($1.06).
" " Queenstown:	1st class, 12*s.* 8*d.* ($3.16).
	2d class, 9*s.* 6*d.* ($2.37).
	3d class, 5*s.* 9*d.* ($1.43).
" " Tarbert:	1st class, 9*s.* 2*d.* ($2.29).
	2d class, 6*s.* 5*d.* ($1.60).
	3d class, 5*s.* 5*d.* ($1.35).

Breakfast and Dining Cars.

Breakfast cars are attached to train leaving Dublin (Kingsbridge station) for Cork or Queenstown, 6.40 A. M.

Breakfast cars are attached to train leaving Rosslare Harbor for Cork at 5.10 A. M.; and from Cork to Rosslare Harbor at 8.30 A. M.

Dining cars are attached to train leaving Queenstown at 3 P. M. for Dublin, Kingstown, etc.

Dining cars are attached to train leaving Rosslare Harbor for Cork at 5.10 P. M.; and Cork for Rosslare Harbor at 7.40 P. M.

Breakfast: Tea, coffee, or cocoa; fish, bacon and eggs, omelet, chop, steak, or cold meat, 2*s.* 6*d.* (62 cents), and 3*s.* (75 cents).

Dinner: Soup, fish, entrée, joint and vegetables, sweets, cheese, 3*s.* (75 cents); and soup,

fish, entrée, joint and vegetables, sweets, cheese, dessert, 3*s.* 6*d.* (87 cents).

Refreshment Rooms.

Refreshment rooms at Dublin (Kingsbridge station), Portarlington, Killarney, Waterford, Rosslare Harbor, Ballybrophy, Limerick, Ennis, Foynes, Limerick Junction, Clonmel, Mallow, Cork, Queenstown, Youghal, Farranfore.

Kingsbridge station dining-room is open from 6.15 A. M., for travellers arriving or departing by the mail train. Queenstown dining-rooms are open at all hours for the accommodation of passengers arriving by the steamships.

Breakfast and Luncheon Baskets.

Breakfast baskets, containing chop or steak, cold meat, bacon or ham and eggs or fish, tea or coffee, with toast, bread, butter, and jam, charge 3*s.* (75 cents), can be obtained at the following stations: Dublin(Kingsbridge), Portarlington, Kilkenny, Waterford, Limerick, Limerick Junction, and Mallow. (The guard on the train will order basket in advance, if so requested.)

Luncheon baskets may be ordered in the same

way at Dublin (Kingsbridge), Waterford, Limerick, Ennis, Limerick Junction, Mallow, and Cork. Baskets contain: cold, — half-chicken with ham or tongue, bread and butter and cheese, with small bottle of claret, ale, stout, or bottle of aerated water. Charge 3*s.* (75 cents); hot, — chop or steak, potatoes, with the same accompaniments as for the cold luncheon. Charge 3*s.* (75 cents). If no wine, ale, or water is required the charge is only 2*s.* 6*d.* (62 cents).

When it is necessary to telegraph for baskets, messages are sent free of charge.

Tea baskets can be obtained at all the above stations through an order to the guard. Charge, 1*s.* (25 cents).

Passengers are expected to hand the baskets to the guard when they have finished with them, and a fee of 6*d.* (12 cents) should be handed to him.

Breakfast and Dining Cars Going North.

From Kingstown Pier to Belfast, by the 5.37 A. M. limited mail train, there is a breakfast car.

From Greenore to Belfast, on every day but Monday, there is a breakfast car attached to the 6.15 A. M. express train. On Monday it

will be found on the 7.35 A. M. express train, in connection with the steamer from Holyhead.

Breakfast car is attached to the 7.30 A. M. express train from Belfast to Dublin.

Breakfast: Ham or bacon and eggs, tea or coffee, bread and butter, charge 2*s.* (50 cents); with chop, or kidney and bacon, charge 2*s.* 6*d.* (62 cents).

Dining cars are on the 5.50 P. M. express train from Dublin to Belfast. From Belfast to Dublin on 5 P. M. limited mail-train. From Belfast to Greenore by the 7 P. M. express train, in connection with steamers to Holyhead. Charge for dinner, 3*s.* (75 cents).

Cars to and from Kingstown Pier run to the Mail Packet steamers, and thus save the traveller the inconvenience of any change at Dublin.

Breakfast and luncheon baskets may be obtained, or ordered, at Dublin, Drogheda, Dundalk, Portadown, Belfast, and Enniskillen. Breakfast baskets, 2*s.* 6*d.* (62 cents); hot luncheon, 2*s.* 6*d.* (62 cents); cold luncheon, 2*s.* 6*d.* (62 cents). Tea trays may be obtained at all these stations; charge, 1*s.* (25 cents). There is an excellent refreshment room at Bundoran, with reasonable prices. Hot luncheons or dinner, or order, from 1*s.* (25 cents) to 1*s.* 6*d.* (37 cents).

STEAMERS BETWEEN IRELAND, SCOTLAND, AND ENGLAND.

City of Cork Steam Packet Company, Ltd.

Finely appointed steamers of this line sail from Cork every Monday, Wednesday, and Friday for Fishguard, where connections are made for Worcester, Oxford, Cardiff, Birmingham, London, and all other points in England. Sea passage nine and a half hours.

Every Tuesday, Thursday, and Saturday, steamers sail from Cork to Liverpool.

Each Tuesday steamers sail for Bristol; each Saturday for Plymouth, Southampton, and London.

Cork to London (Paddington Station), *via* Bristol. Tickets:
First cabin and 1st class rail, 34*s.* 9*d.* ($8.68).
" " " 2d class rail, 27*s.* 6*d.* ($6.87).
Cork to London (Paddington), *via* Fishguard. Tickets:
First cabin and 1st class rail, 48*s.* ($12.00).
" " " 2d class rail, 32*s.* ($8.00).
" " " 3d class rail, 26*s.* 9*d.* ($6.68).
Eighteen hours.
Steamer, Cork to Bristol, first cabin, 15*s.* ($3.75).
" " Fishguard, first cabin, 15*s.* ($3.75).
" " Liverpool, first cabin, 17*s.* ($4.25).
" " London, first cabin, 20*s.* ($5.00).
Meals and all first class refreshments served at moderate prices.

Royal Mail Route.

Dublin (North Wall), Holyhead. Sea passage three and a half hours. Daily service. Ordinary fares: First cabin, 5*s.* 6*d.* ($1.37); express, first cabin, 8*s.* ($2.00).

Dublin (North Wall), Holyhead, London (Euston). Tickets:

First cabin, 1st class rail, 62*s.* 5*d.* ($15.60).
" " 3d class rail, 29*s.* 6*d.* ($7.37).

Eight and three quarters hours.

Dublin (Westland Row), Kingstown, to London (Euston). Tickets:

First cabin, 1st class rail, 53*s.* 6*d.* ($13.37).
" " 2d class rail, 35*s.* 6*d.* ($8.87).
" " 3d class rail, 32*s.* 6*d.* ($8.12).

Nine and three quarters hours.

NOTE. — Dublin North Wall Extension Railway. By means of this railway that connects the North Wall station with the Broadstone, Kingsbridge, and Amiens Street stations, passengers are spared the expense and inconvenience of a journey through the streets of Dublin, if they arrive at any of the above named stations, *en route* for London.

Great Western Railway, Fishguard Route.

Queenstown, Rosslare, steamer to Fishguard, two and three quarters hours, rail to London (Paddington). Tickets:

First cabin, 1st class rail, 62*s.* 6*d.* ($15.62).
" " 3d class rail, 31*s.* 9*d.* ($7.93).

Dublin (Kingsbridge), Rosslare, steamer to Fishguard, two and three quarters hours, rail to London (Paddington). Tickets:

First cabin, 1st class rail, 62*s.* 6*d.* ($15.62).
" " 3d class rail, 31*s.* 9*d.* ($7.93).

Royal Mail Route, via Holyhead.

City of Dublin Steam Packet Co.

Dublin (Kingston), Holyhead, London (Euston station), sea passage, two and three quarters hours. Dublin (Westland Row) to London. Tickets:

First cabin, 1st class rail, 53*s.* 6*d.* ($13.37).
" " 2d class rail, 35*s.* 6*d.* ($8.87).
" " 3d class rail, 32*s.* 6*d.* ($8.12).

Nine and three quarters hours. Daily service.

Dublin to Liverpool.

Sea passage, eight hours. Daily, except Sunday. Tickets: First cabin, 13*s.* 6*d.* ($3.37); deck, 4*s.* ($1.00).

Dublin (North Wall) to Belfast.

Tuesdays, Thursdays, Saturdays. Belfast (Donegal Quay) to Dublin, Mondays, Wednesdays, Fridays. Tickets: First cabin, 6*s.* ($1.50); deck, 3*s.* (75 cents). Ten hours.

Dublin to Edinburgh.

Dublin, Ardrossan, Glasgow, Edinburgh, *via* Belfast, Ardrossan, and the Caledonian Railway. Tickets:

First cabin, 1st class rail, 30*s.* ($7.50).
" " 2d class rail, 27*s.* ($6.75).

British Irish Steam Packet Company, Ltd.

For information address Chief Offices, No. 3 North Wall, Dublin.

A pleasant trip may be made from Dublin to London by the fine steamers of this line.

Modern, up-to-date accommodations; steamers touch at Falmouth, allowing time to go on shore. Visit the Old Curiosity Shop of Mr. John Burton, who has curios from all parts of the world. Next stop at Plymouth, and have from six to seven hours on shore; next stop at Southampton for a few hours.

The steamer touches at Portsmouth, and passengers have time to pay a visit, by boat, to Admiral Nelson's old flagship "Victory," which is anchored in the harbor. From this port the steamer sails for Gravesend, and up the Thames to London.

The steamers sail from Dublin every Wednesday and Saturday, and from London every Wednesday and Sunday.

Dublin to London. Tickets: First cabin, 26*s.* ($6.50); second cabin, 18*s.* ($4.50).

Charges for meals: Saloon, breakfast, 2*s.* (50 cents); luncheon, 2*s.* (50 cents); dinner, 3*s.* (75 cents). Cup of tea or coffee, 4*d.* (8 cents).

On taking what is called a "contract ticket," all meals will be served for a first-cabin passenger, for the entire trip, for 23*s.* ($5.75). Seventy-five hours.

Royal Mail Route, via Ardrossan.

Belfast to Ardrossan, daylight and evening service. Five and a half hours. Tickets: First cabin, 9*s.* ($2.25).

Belfast to Glasgow, *via* Ardrossan. Tickets: 1st class, 12*s.* 6*d.* ($3.12). Six and a half hours.

Belfast to Glasgow.

Belfast to Greenock and Glasgow. Eight and a half hours. Tickets: First cabin, 1st class rail, 12*s.* 6*d.* ($3.12). Ten hours.

Royal Mail Route, via Stranraer.

Belfast, Larne, Stranraer, London (St. Pancras). Sea passage, two hours. Daylight service. Belfast or Larne, to London (St. Pancras) or London (Euston). Tickets, 1st class, 50*s.* ($12.50); 3d class, 27*s.* ($6.75).

Thirteen hours, forty minutes to London (Euston); thirteen hours and a half to London (St. Pancras).

Belfast, Larne, Stranraer, Glasgow. Tickets, first cabin, 1st class rail, 17*s.* 6*d.* ($4.37); about nine hours.

Royal Mail Route, via Heysham.

Belfast, Heysham (Midland Railway), London (St. Pancras). Daily, evening, except Sunday. Tickets:

First cabin, 1st class rail, 45*s.* ($11.25).
" " 3d class rail, 28*s.* 6*d.* ($7.12).

Thirteen hours.

Steamer fares, first cabin, 12*s.* 6*d.* ($3.12).

Seven and a half hours.

Royal Mail Route, via Barrow.

Belfast, Barrow, in Furness (Ramssden Dock station), London (St. Pancras). Sea passage, about seven and a half hours. Belfast to London. Tickets:

First cabin, 1st class rail, 45*s.* ($11.25).
" " 3d class rail, 28*s.* 6*d.* ($7.12).

About fifteen hours.

Royal Mail Route, via Fleetwood.

Belfast, Fleetwood, London (Euston). Daily, except Sunday. Sea passage, seven and a half hours. Tickets:
First cabin, 1st class rail, 45*s.* ($11.25).
" " 2d class rail, 35*s.* ($8.75).
Deck, 3d class rail, 21*s.* ($5.25).
Twelve and a quarter hours.

Belfast, Holyhead, London.

Belfast, Greenore, Holyhead, London (Euston). Daily, Saturday night and Monday morning. Sea passage, five hours. Belfast to London, Tickets:
First cabin, 1st class rail, 45*s.* ($11.25).
" " 2d class rail, 35*s.* ($8.75).
" " 3d class rail, 28*s.* 6*d.* ($7.12).
Twelve hours.

Barrow Steam Navigation Company.

Steamer sails from Belfast for Barrow, every Monday, Wednesday, and Friday, at 8.30 P. M.
Through tickets issued to all stations in England. Tickets to Barrow: first cabin, 12*s.* 6*d.* ($3.12). Ten and a half hours.
Belfast, Barrow, London (St. Pancras). Tickets:
First cabin, 1st class rail, 45*s.* ($11.25).
" " 3d class rail, 28*s.* 6*d.* ($7.12).
Eighteen and a half hours.

Belfast Steamship Company, Ltd.

Belfast to Liverpool. Daily, except Sunday, service. Sea passage, about eight hours. Tickets: first cabin, 12*s.* 6*d.* ($3.12). Steerage, 5*s.* ($1.25).

British Channel.

First class steamers leave Belfast every Tuesday, Friday, and Saturday, for Bristol. Tickets, first cabin, 17*s.* 6*d.* ($4.37).

GOOD SHOPS, TEA ROOMS, RESTAURANTS.

Bantry:	Irish tweeds, serges, and friezes. Costume lengths from 14*s.* 7*d.* ($3.64) to 17*s.* 6*d.* ($4.37). Thomas Copithorne, Bantry Woollen Mills.
Belfast:	Lombard Café, 16, 18, 20 Lombard Street.
"	Belfast International Restaurant, corner York and Donegal streets.
"	The Cingalee Café, Afternoon tea, ladies' orchestra. 11 Donegal Square, West.
Cork:	Old silver and bric-a-brac. William Egan & Sons, Ltd., 32 Patrick Street.
"	Blackthorn sticks, umbrellas, sunshades. T. J. Jordan, 14 Winthrop Street, next to Post Office.
"	Souvenir jewelry. James Mangan, 3 Patrick Street.
"	Afternoon tea. Baker & Co., 39 Patrick Street.
"	Afternoon tea, bonbons, and ices. Thompson's, 71 and 72 Patrick Street.
Dublin:	Genuine Irish blackthorns, 1*s.* (25 cents) to 10*s.* ($2.50) each. Francis Smyth & Son, 4 Lower Sackville Street.

Dublin:	Waterproofs (without rubber). Elephant House, 46 and 47 Lower Sackville Street.
"	Tourist Office. Thos. Cook & Sons, 117 Grafton Street.
"	Tourist Office. Wallis & Sons, 33 Batchelors' Walk.
"	Photographs of Irish scenery, Irish bog-wood ornaments. Lawrence's Great Bazaar, 5, 6, and 7 Upper Sackville Street.
"	Irish Cyclist Office. 34 Lower Abbey Street (Mecredy's Cycling Maps).
"	For details about travel. Tourist development, 30 Molesworth Street.
Limerick:	Costumes, novelties, Irish poplins, Limerick laces. John McBirney & Co., 134 George, 19 to 24 Sarsfield, 4 and 5 Brunswick streets.
Tralee:	Ballymullen Mills. All-wool Irish tweeds, homespuns, fleece cloths. Makers of the celebrated "Killarney," "Shamrock," and "Innisfallen" travelling rugs. J. Revington & Sons.
Killarney:	Souvenirs of Ireland. Belleek china, bog oak, arbutus, Killarney lace and crochet, and linen. Crystal Palace next door to Cook's office.
Queenstown:	Irish lace depot. "Towers," under Rob Roy Hotel.

SCOTLAND

Chapter I.

THE HISTORY.

We have recalled in our brief history of Ireland that Scotland gets its name from one of the early tribes that went across to northern Britain, — the Scotia. Traditions in Ireland tend to show that the Scots came from Spain, but history seems to prove that they were from Gaul.

The earliest Latin writers tell of the Britons, the Picts, and the Scots. Britain was the largest island of the group, and the people were called Britons; Albion was another name they gave for the island, and poets often use this name; for a long period the northern portion was called Alba, or Albany.

When the Romans came to Britain they found the Britons in occupation as far north as the River Forth and the River Clyde. Traces of the language of this early people are found today in the dialects of the Welsh and among the people of Brittany. The Picts were the tribes in the north, who also occupied the Orkneys.

The first English historian, the "Venerable Bede," a monk of Jarrow, wrote in the eighth

century regarding the people of the island. He said that there were five nations, — Angles, Britons, Scots, Picts, and Latins, — and that all, in their several dialects, were trying to study the divine truth of Christianity.

He also wrote regarding the Picts, — that by report, they came from Scythia, and on their way to Britain were driven out of their course and landed in northern Ireland, where the Scots were in occupation. When they wished to remain the Scots said they could not both dwell on their island; but they told them of another land not far away, which they could see on a clear day, and advised them to proceed there. So the Picts went across and settled themselves in northern Britain.

Later the Scots themselves crossed, and made by force a settlement, which resulted in their taking to themselves Alclyth, a strong city of the Britons, which is now Dumbarton, on the River Clyde.

We get our first real history of Scotland from the Romans, who for three hundred years kept records of facts and dates. Julius Cæsar invaded Britain in the year 55 B. C.; in the time of Vespasian, in the year 78 A. D., the great Roman general, Julius Agricola, came to command the Roman legions in Britain. He first

fought the tribes in Wales, and then proceeded across the Solway Firth and defeated the tribes of Galloway. Roman civilization began its influence, and three hundred years later Christianity was introduced.

It is extremely interesting to look for the signs and remains of the Roman occupation in Great Britain. For instance, Agricola's legions went by two main roads, one from Carlisle through Dumfries and Lanark to Camelon, on the river Carron, north of Glasgow. The other road they followed went through High Riechester, in Northumberland, Roxburgh, and Lothian, to Cramond on the Firth of Forth, between Leith and the Forth Bridge.

The following year Agricola pushed on towards the north, conquering the tribes, and reached the Firth of Tay. One may still see traces of his camps at Bochastle near Callander; at Dalginross near Comrie; at Fendoch on the River Almond; at Inveralmond, near Perth, where the River Almond and the Tay join to enter the Firth; and at the great camp south of Crieff, at Ardock. It was Agricola who sent the fleet to the north, planted the Roman standard on the Orkneys, and, as the vessels rounded the northern capes and bays, demonstrated that Britain was an island.

The Emperor Hadrian came to see the Roman possessions and built the Wall of Hadrian, eighty miles long, sixteen feet high, and eight feet thick, with trenches and ramparts each side, from Newcastle-on-Tyne to the Solway near Carlisle. Many remains of this wall, and the camps that protected it, are to be seen today, together with the foundations of a bridge over the North Tyne River.

It was at about this period that Ptolemy made the first geography, and illustrated it with maps. He had Ireland in his book; Britain he called Albion. He derived his information from officers of the legions, and also his maps. The discovery of map drawings on the walls of parts of buildings occupied by Roman officers prove that they were taught to make these as part of their military education.

The church records give the important data regarding Scotland after the Roman occupation, as in Ireland. Scotland has no such valuable records as the "Annals" of Ireland, and the "Triads" of Wales, and much tradition makes it difficult to get true historic facts.

The great Celtic saint of Scotland was Columba, born in Donegal, Ireland, in the small town of Gartan, in the year 521 A. D. He was

educated at a monastery in Moville on Lough Strangford, and after being ordained a priest he decided to take up missionary work. He gathered about him twelve earnest and enthusiastic followers. One of his relations gave him land on the island of Iona, west of Mull, and there he founded a monastery, and began his Christian labors.

The church thus founded was missionary in work and spirit; the monks taught the rude pagan people the elements of Christianity, and at the same time introduced among them methods of better material living and labor. Wherever it was needed a monastery was built, usually on the islands, and an active influence for true civilization was in force.

In the eighth century Kenneth Macalpin, as king, united the Picts and Scots; this country was first called Albania, and later Scotia. It included all the country north of the Clyde and the Forth, except the northern islands. These were in the hands of the Norsemen.

An invasion of the Danes followed the founding of the monarchy of Scone through the consolidation of the Celtic tribes. Iona and the other islands were attacked and plundered, but Kenneth had brought the relics of St. Columba from Iona, and built a church to hold them at

Dunkeld; so the Norsemen failed to get the sacred treasures.

In the tenth century Malcolm Canmore became king, and married Margaret, the sister of Edgar Atheling and granddaughter of Edmund Ironside. She was a remarkable woman, both for her virtues and her mental ability. She made the reign of Malcolm Canmore a distinct period in the history of Scotland. Among the records of her deeds is the restoring of Iona and building the church in Dunfermline in commemoration of her marriage; she brought refining influences to the court, and was a noble wife and mother. The small chapel on the Castle Rock in Edinburgh was erected in memory of her; it is the oldest building now standing in Scotland.

The youngest son of Malcolm Canmore and Margaret became king as David I, but not until he was forty-four years old. William the Conqueror had brought the Normans to England, and David married the widow of the Norman Earl of Northampton, which brought him into association with William in regard to questions of feudal right. It was David who founded the abbeys of Holyrood, Newbattle, Melrose, Jedburgh, Kelso, Cambuskenneth, Urquhart, and Kinloss. He practically established the feudal system in Scotland.

Through a question as to succession, that arose late in the twelfth century, Edward I of England was called to decide between the claims of John Baliol, grandson of King David's eldest daughter, Margaret, and those of Robert Bruce, son of King David's second daughter, wife of Lord Annandale. King Edward I decided in favor of Baliol, and a month after he was crowned at Scone he did homage to Edward.

Scotland was now under the control of the English king; it was no longer an independent country. Baliol in vain tried to win back the power that was lost, and was shortly defeated and a captive of the English king. He went to France, where he died twenty years later, and the Sacred Stone of Scone, on which the Scotch kings had been crowned, was taken to Westminster, London, where it is fastened beneath the seat of the Coronation Chair in the abbey.

At this time, when there was no king, and the nobles were making overtures to Edward I, a son of Sir Malcolm Wallace of Elderslie, near Paisley, came forward as a leader for his people. He collected a number of followers, and was joined by Sir William Douglas. At first others of the nobles were disposed to aid in an effort to win independence, but when the English army approached they abandoned Wallace.

At first the patriots won important victories, and it seemed possible that the country might be free again. But Edward brought a great army against Wallace and his followers, and the battle of Falkirk ruined their cause. Wallace escaped to France, but he came back in the hope of doing something for his people, was betrayed into Edward's hands, and died the traitor's death in London, after a most unjust trial in Westminster Hall.

Edward then began the work of incorporating Scotland with England; and every effort was made to keep a good feeling among the people, and to make them favorable to submission. He played the part of a wise statesman. Before all matters had been arranged to his satisfaction, Robert Bruce, a Scotch noble of royal blood, collected a following of nobles and the people, and, proceeding to Scone, was crowned by the Bishop of St. Andrew's.

And now began a period of vital history for Scotland. Events were at first very unfavorable for Bruce, and he was obliged to take refuge on the island of Rathlin, that is off the Antrim coast of Ireland. He suffered all sorts of hardships, and was in dire peril much of the time; but the people believed in him and were ready to follow his lead at all times.

Edward made clear to the country his power as their ruler, and Bruce found, day by day, his followers gaining in numbers. Then Edward died, and before Edward II realized the importance of acting, Bruce won independence for Scotland at the battle of Bannockburn. He lived to reign for fifteen years,— years full of remarkable work.

He settled the question of succession, reformed many abuses in the feudal system, and provided that justice should be equally exercised for the poor and the rich. He urged and encouraged ship-building, and made excellent opportunities for increasing trade relations. At the same time he put the country in good condition for preventing invasion.

With Robert II, the son of Marjory, Bruce's daughter, the House of Stewart came to the throne. Misfortune followed the Stewarts, and the story of the reigning house is full of tragedy. During this period there was constant conflict, and church matters began to be troublesome. James I, while making noble efforts for reform in many directions, was murdered at Perth; James II was killed by the bursting of a gun, before he was thirty years old, just after an important victory at Roxburgh; James III was beloved by all Scotland, who wept at his death, it is said, "as if for a parent."

James IV came to the throne when only sixteen. He stopped the cruel murders and executions in Scotland, introduced refinement and culture in his court, and insisted that the barons should aid him in suppressing crime. He married Margaret Tudor, the daughter of Henry VII, sister of Henry VIII. He perished in the great battle of Flodden, leaving a son to succeed him, then only a year old.

James V was a king who encouraged learning, brave, generous, and just. He married Madeleine, the daughter of Francis I of France, but she died after a few weeks, and a year later he married Mary, the Dowager Duchesse de Longueville, a daughter of the Duc de Guise. Through this marriage he gained the support of France, and many other of the Continental countries.

But Scotland continued in an unsettled condition; the Reformation was gaining ground, and James was in constant trouble with Henry VIII, while the nobles were making secret efforts to gain power. Mary, Queen of Scots, his daughter, came to the throne at this trying time. The fact that she was heir to the English crown complicated matters. All Europe was watching to see how the work of the Reformation would result in Scotland, and England saw a possi-

bility of uniting the two countries if Scotland followed the Reformed Church.

Mary's tragic history as queen needs no repetition here; she abdicated in favor of her young son, with Moray to act as regent till James came of age; Elizabeth of England offered her protection at any time of need, and after the battle of Langside, near Glasgow, she escaped to England. She found herself a prisoner, and began at once to seek foreign aid to regain her throne. History proves that the sending of the Spanish Armada to conquer England was arranged through Mary Stewart. The decline of Spain dates from the destruction of the Armada; and the rise of Britain as a world power began through this victory.

Mary was tried at Fotheringay for complicity in a plot to assassinate Elizabeth, found guilty, and beheaded. Upon the death of Elizabeth, James became King of England, and from this time the history of Scotland becomes a part of the history of England.

The Country and People.

Scotland is divided from England by the Sark, Liddell, and Kershope rivers, the Cheviot Hills, the River Tweed and "Berwick Bounds,"

an area of about eight square miles that in reality belongs to neither country, as it enjoys certain "Liberties," and is styled "County in Itself."

Scotland's greatest length from north to south is two hundred and seventy-two miles, and its greatest breadth from east to west, is one hundred and fifty-five miles. It contains some 19,777,490 acres.

The Highlands lie west and north of the Firth of Clyde, and the region is hilly, with long deep valleys; long arms of the sea extend into the country all along the coast line. The hills lie in ridges and there are no high mountains. Innumerable lakes and small rivers lie all through this section, and there are wide, breezy moors covered with heather. South of the Clyde and the Tweed there is a beautiful rolling country, with the Cheviot Hills, high broad moors, and charming valleys in a high state of cultivation. The people in the Highlands are hardy, simple folk, occupied in the raising of cattle and in hunting. In the South and the "Lowlands" the people are prosperous and active, and commerce keeps pace with modern development.

The climate in the eastern section of Scotland, where the country is comparatively level, is dry and moderately clear; in the West Highlands

it is wet and foggy much of the time, but when the weather is clear the air is fine and bracing. There is a good deal of rain even in the Lowlands, but it keeps the country fresh and green. The people generally are self-reliant, firm in opinion, and have a pride that had its birth in the old days of the tribes and clans, when each man was as good as any other, and even a little better. The Highlander keeps this strong individual belief in himself more clearly in evidence than his brother in the Lowlands; for this latter has been obliged to bend to outside influences, and moderate his individual opinions.

No stronger, finer people live than the Scotch. Their devotion to their country is of the same quality that animates the hearts of the Swiss. They have rigid beliefs in regard to the sacredness of hospitality, and to shrewd "canny" methods of business dealings they add the greatest element of tender simplicity. They have fine minds, and have had a remarkable influence in the progress of world advancement.

Scotch Literature.

The beginning of Scotch literature dates from 690, when an Abbot of Iona, Adamnan, wrote in Latin the life of St. Columba. In 1280

Thomas the Rhymer wrote stories of romance and fairy tales that mark the beginning of that class of literature in Britain.

In 1295 the famous Duns-Scotus was born at Dunse, Scotland. As the "Subtle Doctor" he was one of the great literary men of Oxford, a fellow of Merton College, and also a friar of the Franciscan order; also during this period Sir Michael Scott, who was a native of Fifeshire, became celebrated both at home and abroad for his literary work. It was Sir Michael whom Sir Walter introduced in his "Lay of the Last Minstrel." Dante also mentions him in the "Inferno." Both these men wrote in Latin.

At the end of the thirteenth century there were written some tales of King Arthur and his knights, and a little later there were some Scotch stories of Charlemagne. In the latter part of the fourteenth century John Barbour, who was Archdeacon of Aberdeen, wrote of the great deeds of Robert the Bruce; he also translated a romance on the Trojan War. The poem of "The Kingis Quhair," written by James I, marked a distinct epoch in Scotch literature. He also wrote "A Ballad of Good Counsel," and a song on "Absence."

It was a blind poet, called "Henry the Minstrel," who wrote the exploits of Sir William

Wallace in 1460; the first pastoral poet of the country was Robert Henryson, a teacher in the Benedict Monastery at Dunfermline.

William Dunbar was so highly esteemed for his poetic gifts that he was made poet-laureate in the latter part of the fifteenth century. His "Thistle and the Rose," and the "Golden Targe" are fine in thought and expression.

In the library at Magdalene College, Cambridge, there is a valuable manuscript collection of poems by Scotch writers, that was made by Sir Richard Maitland and his daughter in the sixteenth century. About this period a George Bannatyne collected invaluable poetic works of Scotch writers, while he was confined at home in Edinburgh, during a time when the plague was raging and he dared not venture out for fear of contracting this dread disease. This Bannatyne Manuscript collection is in the Advocates' Library at Edinburgh. Some of his own poems are in the collection.

When the work of the Reformation began there was a marked influence on literary thought. While religious prose and poetry chiefly occupied the writers of that period, two notable translations were made that exist to-day in manuscript form; they have never been published. William Fowler, one of the courtiers of

James VI, and who was connected with Drummond of Hawthornden, translated the "Triumph" of Petrarch; Stewart of Baldinnies translated Ariosto in a finished style.

There is a poem in Scotch literature that contains eleven thousand verses. It is the "Doomsday, or the Great Day of the Lord's Judgment," written by Sir William Alexander, who was the Earl of Stirling. He also wrote some tragedies: one of "Julius Cæsar," and another of "Crœsus." It was to this nobleman that James I gave the territory of Nova Scotia, by charter, and it was he who sold it to France.

The seventeenth century counted among the literary men of Scotland William Drummond of Hawthornden; he wrote a history of the country under the reigns of the five Jameses, some specially fine sonnets, and the "Cypress Grove," a prose work moral in treatment.

Among the books that hold a special place in Scotland for valuable historic data is "The Scots Worthies," by John Howie. The Howie family have lived since 1178 at Lochgoin, and over the door of the old stone house is cut

"1178 — 1710 — 1810 — J. H."

The house stands on high land and overlooks miles of moor covered with pink heather, where

hundreds of Highland sheep graze. Near the old house there is an imposing monument, erected in 1869 to John Howie, the author of this important book.

At the house is kept a book for visitors to sign, and this is inscribed as follows: —

Lochgoin

Presented
by a party of friends
In remembrance of their visit
5th August, 1869
to
Mr. John Howie
Grandson of the author of
"The Scots Worthies,"
and the forty-first lineal descendant of
the family
originally exiled from the Waldensian Valley
on account of persecution
and occupants of Lochgoin since 1178.
For recording the names of
visitors to scenes so hallowed
in the history of
Martyrs.

At this interesting house is an old flag of the Covenanters, on which is the following: —

"Phinigk for God — Country and Covenanters Work of Reformation."

The word "Phinigk" is the old, and Fenwick is the new, name for the parish in which Lochgoin is situated.

Americans find a special interest in this house and the book of "The Scots Worthies." Many years ago a John Howie of this family came to the United States and settled, and his family is prominent in New England, notably in Boston; while in Connecticut there is a young John Howie of this same representative, sturdy stock, doing his full share in upholding the traditions of the family.

The splendid place of Scotland in modern intellectual effort is too well established and appreciated to need a word said for it. High imagination marks the literary work of the Scotch, together with a charming play of wit, and a singular tenderness of sentiment.

The Bagpipe.

The bagpipe has so long held an important place in Scottish history and popular favor that it deserves a word of notice. While we consider it as peculiarly Scotch, the instrument is found in the Tyrol and in Calabria, Italy. Suetonius says that Nero announced shortly before his death that he would appear to the people as a bagpiper; Chaucer introduces the bagpipe in connection with "the miller," who was skilled in performing upon it; and Shake-

speare speaks of the "drone of a Lincolnshire bagpipe."

The bagpipe of the Scotch Highlands is dear to the hearts of the people, and its strange music speaks to them of war and victory, deeds of valor, and strong, heroic life and effort.

To the simple pipes, that were difficult to play on account of the strain upon lips and cheeks, a windbag was added. This is made of greased leather and covered with woollen cloth. There is a valved mouth-tube, and by this the bag is inflated with the breath of the player. There is a curious drone produced by three reeds, and another reed with finger holes is used to play the tunes. There are few more striking features of strong vivid national life than are presented by a body of Scotch troops in their native costumes, proudly led by the Highland bagpipers.

Best Time to Visit Scotland.

While the spring is fresh and green in Scotland, the best time to enjoy the country is in the summer and autumn. June is here, as almost everywhere else, very charming. But it rains a great deal, and if one is upset by showery weather, it would be better to wait for late in

July and August. The people of the British Isles show a fine disregard for rain, and never allow it to disarrange plans.

The fine physical development of the people, their strong constitutions, and their ruddy, clear complexions prove that they view their weather in its proper light. But the average traveller finds it difficult to enjoy a journey, even among scenes that Scott and Burns have made familiar to him, if constant showers veil the view; for these will certainly dampen enthusiasm as well as coats. In late July, August, and September the weather is often rather settled, and there will be, sometimes, days in succession of ideal freshness and sunshine. The days, however, begin to shorten a little, and one misses the long hours of the spring and early summer, with the wonderful twilight that lingers till after 9 o'clock in the evening.

Travellers wishing to go directly to Scotland to begin a journey may sail for Glasgow, and find excellent accommodations.

BOSTON TO GLASGOW.

Line.	*Rates.*
ALLAN.	Eastward, $35 and up.
	Westward, $35 and up.

NEW YORK TO GLASGOW.

Lines.	*Rates.*
ALLAN.	Eastward, $35 and up. Westward, $35 and up.
ANCHOR.	June 1 to July 15, $60 and up. Return, August 1 to September 30, $60 and up. July 16 to May 31, $50 and up. Return, October 1 to July 31, $50 and up.

Chapter II.

LANDING AT GLASGOW.

The approach to Glasgow is very attractive, the course lying through the Firth of Clyde, passing the islands of Kintyre, Arran, and Bute, and through the river Clyde, after passing Greenock.

There is a comprehensive view of the great ship-yards on the Clyde and the quays and docks, and then the ships are berthed and the customs examination takes place, exactly as at Queenstown, Liverpool, and London. The utmost courtesy will be shown the traveller, and he will, of course, comply cheerfully with every requirement of the government made through its official agents.

At the landing there will be representatives of the various hotels and the railway and express companies. The heavy baggage may be stored with the steamship company, or sent forward by express to any given point. If one is going to stay at a small hotel, or boarding-establishment, a carriage, which will also accommodate the baggage, should be taken at the landing-place.

GLASGOW.

Glasgow is a city of vast enterprise and ambition, a product of this period of world activity. It has nearly one million population, made up of people who have boundless faith in their city and its resources.

While Glasgow has very ancient traditions, its real history is modern. The site of the cathedral is the one spot that gives an ancient history to Glasgow; for here St. Mungo founded a church about the year 560. David I appointed a bishop for the See and built a new church, but in 1192 this was burned. At once Bishop Jocelyn asked aid from many European countries to aid in rebuilding. His zeal was such that in 1197 the part of the present cathedral known as "Jocelyn's Crypt" was consecrated. It took centuries to complete the building as we see it to-day. Visitors should note the modern stained-glass windows which have cost over five hundred thousand dollars; the subjects represented are from the Old and New Testament.

After the Reformation the crypt was used for services, and in "Rob Roy," Sir Walter Scott describes the impression a stranger received in attending one of these services in this gloomy

subterranean spot. Sir Walter made it the place where Rob Roy warned Francis Osbaldistone of his danger, and one of the pillars is known as Rob Roy's.

The General Assembly of 1638 met in the cathedral, and certain deliberations here hastened the war against Charles I, the end of which was his execution at Whitehall.

When Cromwell was in Glasgow in 1650, he went to service in the cathedral and listened to a sermon by Zachary Boyd, who denounced him as "an enemy of the true faith." One of Cromwell's officers asked to be allowed to shoot the preacher, but the Protector preferred to attend to the matter of punishment himself. He invited Boyd to dinner, after which he kept him at prayers for three solid hours.

Near the cathedral, in Duke's Place, near Drygate, was the house where Darnley was ill and where Mary, Queen of Scots, came and visited him. The house was taken down in 1853.

The Necropolis is near the cathedral, reached by a bridge across the Molendinar Valley, that is known as the "Bridge of Sighs." This cemetery is very high and there is a fine view from the walks. In one place it is 225 feet above the Clyde.

If the traveller takes an electric car in Cathedral Square, going south, he will pass the Old Cross, the Trongate, and the warehouse that was once the Exchange and called the Tontine House. This was the business centre of Glasgow. All this neighborhood is associated with "Rob Roy." At the Cross was the Tolbooth where Francis Osbaldistone, Bailie Nicol Jarvie, Rob Roy, and Mr. Owen met.

The bridges of Glasgow are handsome structures; the Victoria takes the place of the Old Glasgow Bridge, where Scott made Rob Roy meet Francis Osbaldistone.

George Square is the main busy centre of Glasgow. In it is a fine statue of Sir Walter Scott, the first one erected to him in Scotland. There are many other statues of notable people, including Queen Victoria and the Prince Consort, Robert Burns, Dr. Livingstone, and Gladstone.

Facing the George Square is the splendid Municipal Building, that cost over $2,700,000 and which demands a visit. The General Post Office is also on this square and the chief office of the bank of Scotland.

The site of the North British Railway station was Old College, where Adam Smith, author of the "Wealth of Nations," was Professor of Moral Philosophy; where James Watt, who dis-

covered the power of steam, was instrument-maker in the philosophical department; and in the College Yard Scott made the combat between Rashleigh and Francis Osbaldistone occur. One of Wallace's victories took place near the top of High Street, in 1300.

The Bank of Scotland is in St. Vincent Place. Buchanan Street is a good place for shopping. The chief station of Glasgow Subway, a cable railway, is in St. Enoch's Square, and by this railway one may go about Glasgow, Govan, Patrick, and Hillhead. Cars for Queen's Park may be taken in Jamaica Street; there are one hundred and fifty acres in the park; a fine view may be enjoyed from the artificial mound.

From the south entrance on the main road, go to Langside, where the great battle took place between the army of Mary, Queen of Scots, and that of Murray the Regent, on May 13, in 1568. Mary's army was utterly defeated; where the battle was most furiously fought, a memorial stands. Mary watched the battle from Cathcart Castle, and seeing the defeat of her army she escaped to the border and asked shelter and protection of Queen Elizabeth. Among literary errors that are noted occasionally, is one by Sir Walter Scott in "The Abbot." In that

work he says that Mary watched the struggle from Cruickston Castle.

The West End Park is in the fashionable section of the city, and more than one million dollars have been spent in making it beautiful. The splendid fountain is a reminder of the bringing to Glasgow of the water of Loch Katrine. In 1888 there was a fine International Exhibition held in the Park; the Art Gallery, a very handsome structure, was made a permanent building, and contains the city's art collection, which is a notable one.

The buildings of the Glasgow University overlook the West End Park, and are magnificent. The Hunterian Museum of the University should be visited. It is open from 12 M. to 3 P. M.; admission, *6d.* (12 cents). Bute Hall, where all the chief functions of the University take place, was built by the late Marquis of Bute. North of the University is Hillhead, where there are fine Botanic Gardens.

Americans will find a special interest in Glasgow, as the city has solved many questions relative to municipal government that demand attention in a new country like ours. The city government is admirably arranged. The Municipal Corporation supplies the city with water, gas, and electric lights; owns and manages the

tramways, owns the markets, the public parks, museums, picture galleries, public halls, baths, and washing-houses; also lodging-houses and model dwellings for the working class.

Glasgow has also the Clyde Navigation Trust, which has done remarkable work for the river. From a small shallow stream, the efforts of this corporation have made it a broad, splendid river, with harbors and docks where ships of the highest tonnage are accommodated. On the Clyde many of the magnificent steamships of our day are built. The real harbor is about two miles long, with the Custom House in the upper harbor. The hills on the northeast are the Kirkpatrick, and on the northwest the Campsie.

Porters and Tips.

Use the same rates for all porters and servants, as outlined for Ireland.

Places of Interest in Glasgow.

Cathedral, open from 10 A. M. to 6 P. M.

Municipal Buildings, open from 10.30 A. M. to 11.30 A. M., and from 3 P. M. to 4 P. M., Thursdays excepted.

Botanic Gardens, open from daylight till dusk. Free.

New Fine Art Galleries and Museum, open Mondays, Tuesdays, and Thursdays from 10 A. M. till dusk. Wednesdays, Fridays, and Saturdays, from 10 A. M. till 9 P. M. Free.

People's Palace, Glasgow Green, open from 11 A. M. till 9 P. M. Free.

Museum — Hunterian, University, admission, 6*d.* (12 cents).

Cab Fares.

Within one and one-half miles of stations, two persons, 1*s.* (25 cents).
Sundays, fare and a half.
One mile, for three or four persons, 1*s.* (25 cents).
Every additional half mile, 6*d.* (12 cents).
Fares for distance of five or more miles require special agreements.
From midnight till 6 A. M. double fare.

Circular Trips.

Make all the trips, so far as possible, with tickets in "circular" form, as they are much cheaper. For instance, both on account of economy, and comfort in having a headquarters, plan to make circular trips from Glasgow, Edinburgh, Oban, and Inverness. In this way much of Scotland may be visited at small expense.

First make a series of one- and two-day trips that require no taking of heavy baggage; then extend the journey, and, giving up hotel rooms, ask permission to leave the heavy baggage at the house till the return. Oftentimes it is economy to buy circular tickets and leave a part of the return route unused.

One Day Trips from Glasgow.

Trip No. 1. — Glasgow (Central), 9 A. M., rail for Wemyss Bay, Keppel Pier, and sail by excursion steamer. Return, and take 5.32 train for Glasgow. Monday, Wednesday, and Friday: around the Locks and the Firth of Clyde. Tuesday and Thursday: around the island of Arran and Ailsa Craig. (See p. 194.) Tickets, round trip, good only on day of issue:

First-cabin, 1st class rail, 5*s.* ($1.25).
" " 2d class rail, 4*s.* ($1.00).
Tickets sold from July 1 to September 13.

The railway line to Wemyss Bay runs through the lower Clyde valley, and six miles beyond is Paisley. Just before crossing the river Cart, to enter Paisley, we see the abbey which holds the remains of many of the Stewarts, including Marjorie, the daughter of Robert Bruce, through whom the crown came to this house. After the Reformation the abbey was given to Lord Hamilton, and his descendants, the Dukes of Abercorn, are now superiors of the abbey.

Paisley is the centre of the thread manufacture of the world, its development coming through two hundred years of prosperous linen and silk manufacture of various sorts, the Paisley shawl having been one of these. The Coats thread is here made; this family have been public-spirited and done much for Paisley.

There is a Coats Museum and fine Gardens that bear witness to this.

Paisley enjoys the distinction of always having been a place where genius abounded. Among the notable people born here were Professor Wilson, who wrote as "Christopher North"; Robert Tannahill, a Scotch poet of great charm and simplicity, one of whose songs is a favorite with all Scotch people, "Jessie, the Flower of Dumblane"; and Alexander Wilson, the poet and famous writer on birds.

When twenty-eight years of age Wilson came to America. He first worked at his trade of weaving, and later taught a school in Kingsessing, Pennsylvania. He began to study birds, and in 1804 made a walking tour through western New York, which was then simply a wilderness, and in a poem called "The Foresters" he gave a most graphic story of this experience.

Between 1808 and 1813 he wrote seven volumes on birds, and illustrated them with his own drawings, from original specimens. He died from the strain of this excessive labor, in 1813.

Paisley is very proud of its literary records, and a good story is told there relative to this. Upon one occasion Lord Houghton, the English statesman and brilliant writer, — so well known through his work, the "Life, Letters,

and Literary Remains of John Keats," — was to address a public meeting there. His train was late, but a committee was awaiting him at the station, and he was greeted in this way: "Come awa', my lord, we 're a' waitin' on ye; there 's ninety o' us yonder, an' we 're a' poets."

The patriot Wallace was born only two miles west of Paisley, at Elderslie.

Near Houston American visitors will be interested in the result of a remarkable municipal experiment that Glasgow made about thirty years ago. The city authorities leased an immense wild moor and spread over it all the street sweepings and refuse of the city. The pauper labor of Glasgow were set to work upon the land to turn the soil and plant it, and the result is a stretch of the finest harvest land.

At Bishopton there is a tunnel, and then across the Clyde Dumbarton comes into view, — Dumbarton, the old capital of the British kings, where Robert Bruce built galleys, and where the Stewarts had their arsenal.

Port Glasgow was for nearly two hundred years Glasgow's shipping-place for foreign trade, as vessels could not get up the river it was so shallow and so narrow. The harbor was made with immense labor and expense, and a royal charter was given to found the town.

Beyond is Greenock, twenty-two miles from Glasgow, which owes its fine harbor to Sir John Shaw, who built it entirely at his own expense. For a long period it was a great port, but the immense work on the Clyde, up near the city, has carried the ships beyond Greenock, and deprived it of much of its importance. James Watt, who invented the steam engine, was born in Greenock, and John Galt, the Scotch novelist and writer, lived here after his return from Canada, and died at his residence in 1839. He wrote interesting stories of Scotch life, and the novels "Lawrie Todd" and "The Provost," and also a "Life of Lord Byron." He is buried in Greenock, as is also "Highland Mary," the object of the one pure and fervent love of Robert Burns' life. She lies in the West Kirk burial-ground.

We find that poetry was not always in popular favor in Scotland, for it is on record at Greenock that in 1769 John Wilson, author of a good descriptive poem called "Clyde," was appointed schoolmaster for the town, on the one condition that he should give up what they styled "the profane art of poem making."

There has been a dispute about the authorship of the popular Scotch poem, "There 's nae luck aboot the hoose"; it is claimed for a Jean

Adams, and William Julius Mickle. The latter was a poet and translator of poems, and it is said that one of his popular ballads, called "Cumnor Hall," suggested to Sir Walter Scott his romance of "Kenilworth."

It is rather probable that Jean Adams wrote the poem, as she wrote many such, in a collection of poems and ballads. She was born in Greenock in 1710, and was for a long period of her life a school-mistress. She became a pauper before she died, which event took place in 1765, at a hospital in Glasgow.

There is a superb view from the right side of the train at Upper Greenock; then a little beyond is Inverkip, the seat of Sir Hugh Shaw Stewart, a direct descendant of a son of King Robert III; then come Wemyss Bay and the Kelly Burn. There is a ballad about this last that tells a sad story of domestic life:—

"There lived a carl on Kelly Burn braes,
Hey and the rue grows bonnie wi' thyme;
And he had a wife was the plague o' his days,
And the thyme it is withered and rue is in prime."

The ballad goes on to explain how he gave this wife to the devil, as the last thing he could think of to do for peace; and she made it so hot for even the devil in his own regions, he brought her back to the carl within one week.

There are some old castles at Wemyss Bay and a fine hydropathic establishment. The Caledonian steamers start from the Keppel Pier to which the trains take passengers. The "Round-of-the-Lochs" sail from Wemyss Bay is by way of Rothesay, Largs, Millport, through the Kiles (Narrows) of Bute, to the head of Loch Ridden, Loch Striven, Loch Goil, and Loch Long, returning to Wemyss Bay, thence to Glasgow.

Just after leaving the Pier, off Skelmorlie, is what is called the "measured mile," where the ships built on the Clyde try their speed.

Rothesay is a popular resort on the island of Bute, where the castle is a remainder of the Norwegian occupation, — built by Magnus Barefoot; the Stewarts next took it and held it for seventy years. Then the Norsemen came back, captured it, and killed the Stewart. The Norse king gave the stronghold to one of his followers, who dared to ask for the Stewart's daughter. One of the old ballads tells the scorn with which she refused the union, saying she would rather fly to the grave and lie

"I' the mouldy embrace of the dead;"

and how the eye of Ruari, the suitor, gleamed with revenge, and a struggle was heard on the stair of the chapel, then a shriek of pain and

a groan, and after the sound of a fall there was silence.

"May morning woke on the ladye's bower,
But nae Isabel was there;
May morning broke on Rothesay's Tower,
And bluid was on the stair."

It was Robert II who made his son Constable of Rothesay Castle, and from that son the Marquis of Bute is directly descended. It is gay and bright at Rothesay, with good music and a fine promenade, excellent hotels, walks, and drives, and all the attractions of a modern seaside resort.

Largs is on the mainland, historic in association, with a view of the handsome residence of real sandstone, with turrets, of Lord Kelvin. Largs is quaint and old-fashioned, unique in its way.

Millport is on Great Cumbrae Island, opposite Largs, and till about twenty years ago it belonged to the Earls of Glasgow. It now belongs to the Marquis of Bute. On the top of the island is what is called the Hawkstane. It is a relic of the time when the island was the principal training-place for the falcons of the king. Millport is a popular resort and justly so.

The lakes through which the steamer sails

are charming in their surroundings. On Loch Long is a handsome residence of Mr. James Coats, of the Paisley Thread Combination, called "Dunselma." There is also a resort called Blairmore, and opposite, another pretty resort called Cove, with Cove Castle and Knockderry Castle, which last is connected with Scott's story of the "Heart of Midlothian."

Between Loch Goil and Loch Long the hills are called "Argyll's Bowling Green." Much of this belonged to the Ardgoyle estate, and Mr. Cameron Corbett, M. P., has given a large portion of it to Glasgow for a public park.

There are many attractive villas on Loch Goil, and a fifteenth-century castle called "Carrick." At the entrance to Loch Goil it is generally believed Thomas Campbell laid his scene for the sad ballad of "Lord Ullin's Daughter." The chief of Ulva's Isle had eloped with Lord Ullin's daughter, and attempted to cross the Loch in a terrible storm. When her father arrived on the shore and saw the lovers, he forgot all but his love for his child, and here the poem is strong and pathetic: —

"'Come back! come back!' he cried in grief,
Across the stormy water;
'And I 'll forgive your Highland Chief,
My daughter, oh, my daughter!'"

Tradition also places the scene of this ballad in the Island of Mull, on Loch-na-Kayle, but the story as told fits the scenery on Loch Goil.

Trip No. 2. — Glasgow (Central), rail 8 A. M. for Wemyss Bay; excursion steamer for Rothesay (Island of Bute), Corrie, Brodick, Lamlash, Whiting Bay (Island of Arran); Ardrossan Pier, rail to Glasgow. Due 5.48 P. M. Every week-day, except Saturday. Due Saturday only, 5.50 P. M. Tickets:

First-cabin, 1st class rail, 5*s.* 6*d.* ($1.37).
" " 2d class rail, 4*s.* ($1.00).
Tickets sold from June 15 to September 13.

For the trip from Glasgow to Rothesay, see pages 190–91. It is difficult to realize, while on the Island of Arran, that busy modern Glasgow is so short a distance away. Life is so simple here, and nature so unrestrained, it gives one a glimpse of old days. Grouse and red deer abound in the mountains, and there is wild, beautiful scenery. The people on the island speak Gaelic, and are not yet spoiled by the unrest of these progressive days. The island has sixty miles of shore, and half a dozen watering-places that are not yet fashionable — but simply ideal as resting-places.

Some of the bold rocks of the coast are red, and the blaze of yellow broom, with the blue of the sea, and the brown-painted sails of the fishing-boats make animated pictures that are

a delight to the eye. Corrie lies on the shore under the Goatfell, which is 2866 feet high. The meaning of this name in Gaelic is "Mountain of the Winds." The town is a favorite resort for artists. Brodick is rather fashionable, with a fine beach and an old castle of the Hamiltons. Lamlash has attractive surroundings, with exceptional bathing and boating, as the bay is protected by Holy Island. In early days of Christianity, in a cell on Holy Island, on the side of the hill, lived St. Molios, a disciple of St. Columba. At the southern extremity of Lamlash Bay is King's Cross Point. It was here, tradition says, that Robert Bruce waited for the signal fire on the coast of Ayrshire that he followed to win his kingdom. All over Arran are points that are thus connected by tradition with the Bruce and Douglas. On the west coast is the King's cave, his kitchen, his cellar, and his table. At the head of Glen Cloy is what is known as Douglas Camp, and it is said that it was here that Lord James Douglas waited for Bruce.

At Whiting Bay, on the southeast coast, a watering-place, we get a view of Ailsa Craig toward the south, that rises 1097 feet, and has on it a powerful light. There are some fine rock formations on Arran, and much old red

sandstone. On the mountains they find jasper, agates, the cairngorms so popular in Scotland, and a clear brilliant rock-crystal that they call the Arran diamond. The island is about twenty miles long, and from eight to eleven miles wide.

At Ardrossan the train is taken for Glasgow. A mile beyond the pier we pass through Saltcoats, which is a watering-place of much attraction. It gets its name from the old industry of its coltars, who manufactured salt in kettles and pans here on its site; beyond is Stevenston, with ironworks; then we see Kilwinning. This was the scene of the shooting of the popinjay which opens the story of Scott's "Old Mortality."

There was an annual practice of shooting with arrows at a bird-mark hung from the steeple, and this was not given up till the middle of the nineteenth century. In 1839 a splendid tournament was held at Eglinton Castle, near Kilwinning, and knights in armor tilted in lists before a Queen of Beauty. There was a brilliant assemblage of titled persons; it was the last arrow-shooting contest of this character, and was splendidly mediæval.

The mother-lodge of Freemasons in Scotland is at Kilwinning. The seat of the lodge was founded while the abbey was being built, in the twelfth century, masons of a Continental com-

pany being engaged in the work. At Kilwinning the Grand Lodge of Scottish Freemasons held its place till 1736, when William St. Clair, of Roslin, who was hereditary Grand Master, resigned his office. He had lost much of his property, and had no heir to succeed him. A new grand lodge was constituted, made up of representatives of Scotch lodges.

We next see Mearns Castle, once the property of the Maxwells, and now belonging to the Shaw-Stewarts. At the manse of Mearns "Christopher North" spent much of his boyhood; and at Whitecraigs there is the Moorhouse farm, where Robert Pollok was born. He was the author of "The Course of Time," familiar to all lovers of literature. The railway lies along the battlefield of Langside, at Mount Florida, where Mary, Queen of Scots, was defeated; then we are again at Glasgow.

Trip No. 3. — Glasgow (Central), rail to Gourock, steamer through Loch Long to Arrochar; coach to Tarbert; steamer through Loch Lomond to Ardlui; coach Ardlui to Crianlarich (Glenfalloch); rail to Glasgow. Tickets:

First cabin, 1st class rail, 13*s.* 3*d.* ($3.31).
" " 2d class rail, 10*s.* 9*d.* ($2.68).

Fee for coachman between Ardlui and Crianlarich not included. Tickets sold from June 17 to September 13. Good for the season. This trip may be made in one day. Leave Glasgow 9.55 A. M., arrive, on return to Glasgow, at 8.50 P. M.

The expense of this trip may be reduced by taking train between Ardlui and Crianlarich, instead of coach.

Tickets, First cabin, 1st class rail, 11*s.* 3*d.* ($2.81).
" " 3d class rail, 8*s.* ($2.00).

For trip by rail to Greenock see page 186. Two and one-half miles beyond Greenock is Gourock, the steamer terminus of many excursion boats; it is the wintering place of the west coast yachting fleet. Gourock Castle was the property of the Earls of Douglas; it was from Gourock, called in those days "Goraik," that in May, 1495, James IV sailed, to have a settlement with his unruly island lords. On the edge of the cliff above the pier there is what is called the "Kempoch Stane." In the mediæval days of strong superstition, when sailors were going to sea, they took a walk around this stone, saying certain forms of words that they believed would insure their safe return. From Gourock the steamer sails through Loch Long (see page 193) to Arrochar at the head of the lake.

It is a drive of only twenty minutes by coach from Arrochar to Tarbet, where a steamer is taken through the upper part of Loch Lomond to Ardlui. Loch Lomond is about twenty-three

miles long, and while it is six miles wide at the south end of the lake, it narrows toward the north till it is like an ordinary river. It has thirty-two islands and they form a characteristic feature of the lake scenery. One of them is celebrated as the burial-place of the MacGregors, and the favorite oath of the clan was: "Upon the halidon of him that sleeps beneath the gray stone at Inch Cailliach."

When we leave Tarbet the steamer crosses to Inversnaid, where there is a pretty waterfall that Wordsworth remembered in one of his poems. When he saw it, there was a Highland lassie, a cabin, and all the beautiful but lonely surroundings:

". . . the cabin small,
The lake, the bay, the waterfall."

There is a coach route across the Inversnaid to Stronachlacher on Loch Katrine. One mile beyond Inversnaid, as we proceed to Ardlui, is Rob Roy's Cave, where he often hid when pursued, and where Robert Bruce took refuge after the disastrous battle of Dalry. Ardlui is six miles beyond Inversnaid; as we proceed up the lake, Ben Ime and Ben Vorloch tower more than three thousand feet above sea level.

The coach drive from Ardlui to Crianlarich,

through Glenfalloch, occupies one and a half hours. One of the seats of the Marquis of Breadalbane is Glenfalloch. The train from Crianlarich to Glasgow takes the route through Killin Junction, in view of Loch Earn, along by Loch Lubnaig, Callander, and Stirling. (See page 206.)

Trip No. 4. — Glasgow (Central), rail to Balloch Pier; steamer on Loch Lomond for Inversnaid; coach to Stronachlacher; steamer on Loch Katrine for Trossachs Pier; coach to Callander; rail to Edinburgh. Tickets:

First-cabin, 1st class rail, 21*s.* 2*d.* ($5.29).
" " 3d class rail, 17*s.* ($4.25).

Same price Edinburgh to Glasgow. Tickets sold from May 1 to September 13. Good for the season. This trip may be made in a day. Leave Glasgow at 8.16 A. M., arrive at Edinburgh, 5.30 P. M. Leave Edinburgh at 7.05 A. M., arrive at Glasgow 4.18 P. M. These trains begin to run May 20. Other trains make the trip all the season.

The route to Balloch lies down the Clyde Valley. At Clydebank we see a modern town that owes its prosperity to the sewing-machine works of the Singers, and the ship-building yards of John Brown of Sheffield.

At Kilpatrick, St. Patrick of Ireland was born; and the patron saint of Scotland was born in Ireland. In this district was the Roman Wall built by Antonius in the year 140, to keep the Picts out of the Roman province. It was

an earthen wall twenty feet high and twenty-four feet thick, and was built on a stone foundation. It was thirty-six miles long, between the Forth and the Clyde; it touched the river at Bowling and ended at Dunglass Castle, which we see a little beyond Bowling, with queer old turrets and a rampart. Near this is an obelisk erected in honor of Henry Bell, who did so much to establish steam navigation.

Dumbarton now comes into view, a miniature Gibraltar, which has played so important a part in Roman and Scottish history. When the Romans built their fortress here they called it Theodosia; it was later the fortress of the British kings, and their capital. Its modern name, Dunbriton or Dumbarton, means the dun, or fort, of the Britons. The Norsemen took it in 780 and the Irish "Annals" say it was then burned. When Wallace was taken by Menteith he was brought to this fortress; from the gates Queen Mary sailed for France to marry the Dauphin. It is now garrisoned by a few soldiers.

The castle on the right above Dumbarton is Overtoun, the seat of Baron Overtoun, a wealthy merchant-prince of Glasgow. The railway enters the Valley of Leven, and the tall chimneys belong to some Turkey-red dye-works.

Smollett paid a beautiful tribute to this valley, but modern industry has ruined its natural beauties:

"Pure stream, in whose transparent wave
My youthful limbs I wont to lave,
That warbles sweetly o'er its bed,
With white, round, polished pebbles spread."

We now reach Balloch Pier and take the steamer up Loch Lomond. Opposite the Pier, on the bank of the river, stood old Balloch Castle, the stronghold of the Earls of Lennox. When James I put to death the father of the Duchess Isobel (Earl of Lennox), her husband, the Duke of Albany, and two of her sons, she sailed from here over to Inch Murren, a small island near, and lived in what was known as the "Lady's Bower," remains of which may yet be seen. The neighborhood is the scene of the novel "The Spaewife," by John Galt.

There is now on the right the modern Balloch Castle; near by is Ross Priory, the residence of Hector Macdonald, the friend of Sir Walter Scott; and at the mouth of the Endrick is Buchanan Castle, the residence of the Duke of Montrose.

On the left is Cameron House, where Smolletts still reside, descended from a sister of the great Smollett. There are many handsome

castles and estates that belong to wealthy Glasgow merchants.

Sir Walter Scott, while visiting his friend at Ross Priory, got fully in touch with the tragic history of the Colquhoun and Macgregor clans, and one of the boat songs in the "Lady of the Lake" deals with this history. A laird of Colquhoun had been betrayed by a servant, who used his torch to so light the form of his master that the Macgregor shot him through a window. Later the Macgregors cut in pieces many of the clan. Sixty Colquhoun widows went to Edinburgh carrying the bloody shirts of their husbands, and through their efforts the entire Macgregor Clan was proscribed. The Pass of Balmaha, on the right as we sail, was the entrance to the Macgregor country, and they held it boldly.

Luss, on the left shore of the loch, is a charming spot; on the right, at Rowardennen, passengers who wish to climb Ben Lomond make a landing. All along the shore on our right from here to Inversnaid was the property of "Bold Rob Roy."

At Inversnaid we have time to see the pretty waterfall before the coach starts for Stronachlacher, and the drive only takes one hour.

On the way across to Loch Katrine we pass

Loch Arklet and see places connected with Rob Roy's history. As we approach the Loch we see away at the left Glen Gyle, which was the original seat of the Macgregor chiefs. They are still buried there, and it was from paying a visit to the spot that Scott wrote his "Rob Roy's Grave." But Rob Roy is buried in the churchyard of Balquhidder.

As we sail down Loch Katrine we see where the water enters the tunnel to be conducted to Glasgow. As we sail we see Ben A'an on the left, Ben Venue on the right, and straight ahead Ben Ledi, like a round dome. We know that on Ben Venue is the Goblin's Cave. Then we pass on the left Ellen's Isle, and we can, in fancy, recall the scene that followed the sound of the horn:

> "When lo! forth starting at the sound,
> From underneath an aged oak
> That slanted from the islet rock,
> A damsel guider of its way,
> A little skiff shot to the bay."

Through the twelve-foot rise in the water of the loch, the "Silver Strand" is no more seen, but the shore is still lovely, and the little pier most picturesque. A coach waits at the pier, and the drive of one mile through the Trossachs is full of charm.

The Trossachs Hotel is an ideal spot to re-

main for a day or two; and then the coach goes by the shores of "lovely Loch Achray," and crosses the Brig o' Turk, by the very route over which Roderick Dhu led his guest from the country of the Macgregor. Then we see Lanrick Mead, between the road and Loch Vennachar, which was the mustering-place of Clan Alpin when they saw the symbol of the Fiery Cross summon them. We see also the Hill of God, where in pagan days the sacred fire was received each summer from heaven; and this served to light the country hearth-fires and keep them cheerfully bright.

A traveller over this route from Glasgow to Edinburgh should be familiar with Scott's "Lady of the Lake," and it is enjoyable to have a copy of the poem at hand to refer to. Every point of view and various scenes as they unfold about us are made vital with interest through the graphic, forceful lines of this work, the "ardent symphony sublime and high" of the "Harp of the North."

When we shortly reach Callander, we have travelled twenty-two miles, from Inversnaid. Callander is a pretty village, and has one historic feature, the remains of a castle repaired by the Earl of Linlithgow in 1596. From Callander we take the train for Edinburgh.

The first notable spot on our route south is Doune with its castle ruin, standing on a neck of land that is formed by the junction of the rivers Ardoch and Teith. It was a splendid baronial residence, with its walls in some places ten feet thick; the tower is eighty feet high, and at the base there yet remains the iron doorway. It was built by the Duke of Albany, who usurped the royal power while James I was in prison in England. It became one of the royal residences, and the hall is still called Queen Mary's. It is spoken of in Scott's "Waverley" as the place where the "Knight of Snowdoun," FitzJames, spent the night previous to the hunt. The Earl of Moray now owns the property.

Dunblane next comes into view, with an old church founded by David I in 1142, and still used; soon we arrive at the Bridge of Allan, a sheltered town of much natural beauty, on the river Allan, and having some notable mineral springs, a hydropathic establishment, and good hotels and boarding-houses. We then reach Stirling.

Stirling was one of the Roman stations in Agricola's campaigns; five hundred years later it was the scene of some of King Arthur's victories; and there is a spot terraced with earth that is called the King's Knot, where legend says

that King Arthur's knights enjoyed their pastime of the Round Table. This was a tournament, so called because the place where it was held was surrounded by a strong wall made in a round form.

Whether or not Arthur was really an historical character, his story holds for us undying charm. Not far from Stirling is the field of Camelon, where one part of the legend says that he fell, in the midst of his glorious reign; but another form of the story had him by magic taken to the Island of Avalon, where his wounds were healed; and his soul is asleep, with his enchanted sword Excalibur at rest, till the day shall come when he will arise again and rule.

The town of Stirling is built on high ground and is dominated by the old castle. There are many quaint old buildings, including what is called "Mar's Work," built by the Regent Mar from materials taken from a ruined abbey; and "Argyle's Lodging," once the residence of the Argyle family. This belonged to Sir William Alexander, who was created Earl of Stirling. It was he who originated the idea of colonizing Nova Scotia (New Scotia), and he was given an immense grant in that territory. In the old church James VI was crowned when only thirteen months old, and John Knox preached the coronation sermon.

But the main thing that takes the visitor to Stirling is to visit the castle that has played so large a part in Scotland's history. The Stewart kings built it, and the following events took place here: the death of Alexander I in 1124; the birth of James II; the crowning of Mary, Queen of Scots; and the stabbing of William, Earl of Douglas, by James II. The Earl had joined a league with the Earls of Ross and Crawford to support each other in all their quarrels, even to the point of what would be treason to the King. James II sent for him to come to Stirling and tried to induce him to abandon this lawless scheme, and when he would not promise fidelity, the King was so enraged he stabbed him in the throat. Nobles who were present finished the tragedy and flung the body of the Douglas into the garden. It is said that his skeleton was discovered when making some excavations in 1797.

The Chapel Royal is now an armory. Around the castle is the "Back Walk" which overlooks the ancient gardens and the King's Knot. In the days of the Stewarts the courtiers here enjoyed feats of arms, where Arthur's knights held their Round Table.

On the left, as we enter the castle by the drawbridge over two deep moats, there is Queen

Ann's Battery. From this point there is a view unsurpassed in beauty and historic interest. We see Edinburgh and the Pentland Hills, as well as the Hills of Ochil and Lammermoor, Falkirk, and Cambuskenneth Abbey. On the south are the Tinto and the Campsie Hills. On the west, the Vale of Menteith, with Ben Vorlich, Ben Lomond, Ben Venue, and Ben Ledi.

Passing to the battery at the right of the drawbridge, we see Dunblane Cathedral, the Bridge of Allan, Aithrey Castle, the property of Lord Abercromby, Abbey Craig, with its tower that commemorates the victory of Wallace over the English forces, in which is preserved the sword of Wallace, five feet long; and we also see the ancient place of execution, called Heading Hill. On this hill, upon the 24th and 25th of May, 1425, there were beheaded: the Duke of Albany (Murdoch), who had been regent while James I was a prisoner in England; his father-in-law, the old Earl of Lennox (Duncan); and his two sons, Walter and Alexander Stewart. They call this spot "Queen Mary's View." Scott wrote of this spot: —

"And thou, O sad and fatal mound!
Thou oft hast heard the death-axe sound,
As on the nobles of the land
Fell the stern headsman's bloody hand."

Shortly after leaving Stirling we pass Bannockburn on the right, and on the slope of one of the hills Robert Bruce stood to direct the great battle. When over the low hills there rushed a body of shouting gillies and trenchermen, wildly waving tent poles and blankets in the air, the English took to flight and the battle of Bannockburn became famous in Scottish history. The royal standard of the Bruce was planted on the top of Brock's Brae, in the stone still standing, that was called the "Bore Stone." This is protected by an iron grating, and close to it is the monument of the Bannockburn battle.

Beyond is Larbert, then a view of Falkirk, where William Wallace was defeated by Edward I, and then we reach Linlithgow, which Lord Rosebery calls the "Windsor of Scotland." It is a place of much historic note, for it dates from the Romans, has the record of one of King Arthur's great victories, and here Edward I established himself. It was to this palace that James IV brought as his mistress the daughter of Lord Drummond, Lady Margaret, and entertained her with revels and pageants. Their love ended in tragedy and death. Later when he married Margaret, the daughter of Henry VII, she is said to have watched from the

palace for his return from the fatal battle of Flodden Field. Mary, Queen of Scots, was born in the palace; the Regent Moray was shot and died here. After the battle of Falkirk the palace was partially destroyed by fire, through the carelessness of the English troops.

We now reach Edinburgh, one of the most splendidly situated cities of the world.

Trip No. 5. — Glasgow (Central), rail to Gourock; steamer to Wemyss Bay, through the Kyles of Bute; Ardrishaig, through the Crinan Canal; Oban; Ballachulish; return, Ballachulish, rail to Edinburgh, *via* Benderloch, Connel Ferry, Dalmally, Callander, Stirling, Larbert, and Linlithgow. Tickets:

First-cabin, 1st class rail, 32*s.* 3*d.* ($8.06).
Steerage, 3d class rail, 17*s.* 2*d.* ($4.29).

Same price to go from Edinburgh to Glasgow. On paying to purser on steamer 6*s.* 6*d.* ($1.62) the passenger may travel in first cabin. Tickets sold from May 20 to September 13. Good for the season. This trip takes two days; spend the night at Oban.

For route from Glasgow to Wemyss Bay see page 186. The steamer sails across to Bute and touches at Rothesay (see page 191); thence around the northern portion of the island through the Kyles (or Narrows) of Bute, touching at Tarbert, thence north through Loch Fyne to Ardrishaig; we now proceed through the Crinan Canal, first through Loch Gilp, then by Lochgilphead village, and on to Cairnbaan.

There are many interesting lochs as we proceed, and we see Crinan Moss where five thousand acres are now being worked for peat.

The Crinan Canal was planned by John Rennie in 1793 and finished in 1817 by Thomas Telford, both noted Scotchmen who lived many years in London. Among the fine works of Rennie are the Southwark and Waterloo bridges over the Thames, the London Docks, and the Pier at Holyhead. He died in 1821. Telford was the son of a Scotch shepherd, and began life as an apprentice to a stone mason. His notable works were the Caledonian Ship-Canal that has been of such benefit to Scotland; he finished the Ellesmere Canal, built the fine aqueduct bridge over the Dee Valley, improved the harbors of Aberdeen and Dundee, constructed the St. Catherine docks, and the Menai Suspension Bridge in Wales. He died in 1834.

After passing through the canal we see on the right Duntroon, on Loch Crinan. Far back in 1644 one of Montrose's officers tried to take the stronghold. He sent in advance his piper to reconnoitre. The piper found that the castle was impregnable, and was suddenly taken prisoner. With quick presence of mind, before the pipes were taken from him, he began to play the Pibroch "Shun the Tower," and his officer at once

saw the situation and left the neighborhood, although with regret at deserting such a follower.

Passing Craignish Point, with a view of the castle beyond, the steamer passes through Scarba Sound, and we hear, on the left, the roaring of the Corrievrechan whirlpool caused by the incoming and outgoing tides over an immense rock that lies in the Strait of Corrievrechan. We are now among the "Isles of the Sea," with a view of Black Mill Bay and the model farm of the late Marquis of Breadalbane, Phladda Lighthouse, and Cullipool Village.

The steamer sails between Seil and the small island of Easdale, and soon we see the picturesque bridge that joins Seil to the mainland, on the left the bold cliffs of Mull, and are in the Firth of Lorne; we sail between the Island of Kerrara and the mainland, and entering Oban Bay land at Oban.

Oban is an ideal point of departure for trips of every sort, — by steamers north to Inverness, and west among the islands; by train to all the notable sections of the Highlands; and by coach through rare glens and passes. There are excellent hotels and good boarding-houses, with plenty of opportunities for an enjoyable stay in its immediate neighborhood.

Oban has a population of about five thousand,

and Gaelic is much used by the people. Near the town is the picturesque ruin of Dunolly Castle which still belongs to the MacDougals, who are of the family of Dougal, son of the Lord of the Isles. In the twelfth century they were Lords of Argyle and Lorne. Back of the ruined castle is the modern residence, and here they preserve the emblem of their former greatness, the Brooch of Lorne. The history of this Brooch is one of the famous bits of Scotch history.

Alexander of Argyle had married a daughter of the Red Comyn, who was stabbed by Bruce at Dumfries. Alexander's son, John of Lorne, was Bruce's most bitter foe, naturally. He tried on several occasions to avenge his father's death, and once Bruce barely escaped with his life, after the defeat at Dalry, leaving in the hands of one of the MacDougal clansmen, his plaid and brooch. Bruce's turn came again, and near the Bridge of Awe he defeated John of Lorne, and the title passed through the female line to the Stewarts, and in the time of James II to the Campbells, who had already gained Argyle.

During the reign of Charles I and his wars, the Marquis of Argyle, chief of the Campbells, was at the head of affairs in Scotland. When the Marquis of Montrose fell, Charles I took the opportunity to settle matters with the clans

hostile to him, and among the events that followed was the burning of Gylen and Dunolly castles. The Brooch of Lorne had been kept in Gylen Castle, and it disappeared. In 1825 it was offered for sale in London, and $2500 was offered for it. General Campbell of Loch Nell bought it and restored it to the MacDougals.

Our route to Ballachulish lies within view of the ruin of Dunstaffnage, with its story that goes back to a period of more than sixteen hundred years ago. It was the capital of the early Scotch kings, and they kept here the "Stone of Destiny," upon which they were crowned, and which now is beneath the seat of the Coronation Chair in Westminster Abbey. The name of the stone was the "Lia Fail"; it was fabled to have been the pillow of Jacob in the Plain of Luz. It was taken by Kenneth II to an ancient royal abode at Scone, where in the abbey church it was kept, and here the Scotch kings were crowned. It was taken to Westminster by Edward I. When James VI was crowned upon it the Scotch claimed that the old prophecy regarding it was fulfilled: —

"Unless the Fates are faithless grown
And prophet's voice be vain,
Where'er is found this sacred stone
The Scottish race shall reign."

Dunstaffnage was taken by the Norsemen, and later by the Lords of the Isles and the MacDougal chiefs. It was at length taken by Bruce, and this marked the downfall of the MacDougals. The Campbells are now its hereditary keepers. There is a modern Dunstaffnage house near, in which the family keep a small ivory figure of a king in the coronation chair, this having been found among the castle ruins; and they also treasure a battle axe, stirrups, and a spur, left, it is believed, by Robert Bruce.

In the castle Flora MacDonald was for a time a prisoner; still to be seen at the castle is a bronze cannon recovered in Tobermoy Bay from the wreck of the "Florida," the flag-ship of the Spanish Armada.

Beyond we sail along by the island of Lismore called "the great garden." It was a Dean of Lismore who collected the Ossian poetry in one book, a valuable addition to literature. We sail through Loch Linnhe, and soon reach Ballachulish. Here there is a large hotel; the situation of the town is fine, — at the mouth of Loch Leven, — and there are steamers every day going north and south, with railway and fine coach connections.

Leaving Ballachulish by train we follow the shore of Loch Linnhe, and reach Port Appin,

the country of the Stewarts. On an island in Loch Linnhe is the ruin of Castle Stalker, built as a hunting lodge to entertain James IV. This district of Appin was the theme of one of the poems of the "Ettrick Shepherd": —

"I sing of a land that was famous of yore,
The land of green Appin, the ward of the flood" —

"The land where the strains of grey Ossian were framed —
The land of fair Selma and reign of Fingal,
And late of a race that with tears must be named,
The noble Clan Stewart, the bravest of all."

James Hogg, called the "Ettrick Shepherd," was born at Ettrick, the son of a shepherd, and till he was thirty years of age he followed his father's calling. He then began to write the thoughts and dreams that had been filling his heart and mind, and was one of the truest poets Scotland has produced.

The railway crosses Loch Creran, and we see Barcaldine Castle, the home of one of Scott's chiefs at Artornish, in his "Lord of the Isles"; and now we approach Selma, Fingal's capital, and are in the heart of the scenes of Ossian's poetry, — at Benderloch, "the country between the lakes," and at the Falls of Lora, where one of the poems sang: "The murmur of thy streams, O Lora! brings back the memory of

the past." And right here at Connel Ferry we cross the narrows by the splendid modern viaduct.

Skirting the shore of Loch Etive we continue through a beautiful section of country to Dalmally; then on to Killin Junction, Callander, Stirling, and Edinburgh. (See pages 205–11.)

Trip No. 6. — Glasgow (Central), rail to Gourock; steamer to Wemyss Bay, through Kyles of Bute, Ardrishaig, through Crinan Canal, Oban, Ballachulish, Fort William; return, Fort William, Rannoch, Crianlarich, Callander, Stirling, Larbert, Linlithgow, Edinburgh. Tickets:

First cabin, 1st class rail, 34*s.* 3*d.* ($8.56).

Steerage, 3d class rail, 18*s.* 2*d.* ($4.54).

On paying to purser on steamer 7*s.* 6*d.* ($1.87) the passenger may travel in first cabin. Tickets sold from May 21 to September 13. Good for the season. Same price for tickets Edinburgh to Glasgow.

For route to Wemyss Bay, see page 186. For route on to Ballachulish, see page 211. At the head of Loch Linnhe is Loch Eil, and near a bend in the Loch is Fort William, an excellent point from which to make excursions. The town is quite a health resort and has good modern hotels. The water supply is from the springs of Glen Nevis, and the town is electric-lighted. The roads all about are fine for the cyclist and the runs are of great interest.

Originally on the site of the town was a fort

built by General Monk, in the time of the Commonwealth. This later fell into decay, from being unused, and William III rebuilt it. It played an important part in history in the eighteenth century, but it has been entirely demolished and the railway passes over its site.

It is only seven and a half miles from Fort William to the summit of Ben Nevis, which is the highest mountain in Great Britain, 4406 feet above the level of the sea. It is said that more than five thousand persons a year visit the summit. There is an easy winding path, and this connects with the Observatory. The charge is 1*s.* (25 cents) to use the path for walking, and 3*s.* (75 cents) for each person on horseback. There is a superb view in the evening of the rising sun, over the German Ocean, and the look-off over the country is wonderful whenever the weather is clear. There is a good refreshment-room at the summit, and twelve persons can be accommodated for the night.

Near Fort William is a village called Fassifern, where there is a monument in memory of Colonel Cameron, who belonged to the 92d regiment of Highlanders, and who was killed at the head of his troops at Waterloo.

On the return trip from Fort William the train goes by Spean Bridge, and Roy Bridge

which is at the entrance of Glen Roy, and Tulloch on the Spean River, where the railway takes a sharp turn south. We skirt the shore of Loch Treig, five and a quarter miles long, set amid bold mountain heights; at Courrour see a fine Highland moor and deer forest, and shortly pass within view of Courrour Lodge, the property of Sir John Stirling Maxwell of Pollock.

At Rannoch we are in the heart of broad Rannoch Moor. The building of the railway across this stretch of country was a notable work in the science of engineering. The moor is some four hundred square miles in extent, and no solid foundation for the road could be made. Deep cross-drains were cut, to carry off as much water as possible, and across these trenches there was laid a thick layer of brushwood. On this basis the foundation for the rails was laid, and the result is entirely a success. The brushwood is preserved and hardened lying in the wet peat, as all the roots of old pine-trees were found preserved here, and the road-bed is elastic and singularly good.

From the bridge of Orchy station there is a coach line to Ballachulish, through Glencoe; at Tyndrum we are near Dalry, — only one mile beyond Tyndrum, — where Bruce left his plaid and brooch in the hands of a dying MacDougal;

two miles beyond Dalry, also on the right as we face the engine, is the little church that occupies the site of the ancient chapel of St. Fillan, one of the earliest preachers of Christianity in the North. Near it is the Holy Pool, where the waters are said to cure many ills.

Sir Walter Scott speaks of this Holy Pool, or Spring, in the opening of his "Lady of the Lake":

> "Harp of the North that mouldering long
> Hast hung upon the witch-elm
> That shades St. Fillan's Spring."

We now reach Crianlarich (see page 199), and proceed to Edinburgh, *via* the route as outlined. (See page 205.)

Trip No. 7. — Glasgow (Buchanan Street), rail to Stirling, Perth, Dundee, and Aberdeen; rail to Ballater; motor car to Strathdon and Corgraff; coach to Tomintoul and Ballindalloch; rail to Grantown, Aberdeen, Edinburgh, and Glasgow. Tickets:

1st class rail, motor, and coach, 58*s.* 3*d.* ($14.56).
3d class rail, motor, and coach, 34*s.* ($8.50).

Making the trip from Edinburgh and return, 1st class, 55*s.* ($13.75); 3d class, 32*s.* 6*d.* ($8.12). Tickets sold from July 1 to September 16. Good for the season.

Shortly after leaving Glasgow we pass St. Rollox with its extensive Chemical Works; two miles beyond, on the right, is Mossbank, the

Boys' Industrial School of Glasgow; and then, over a pleasant stretch of country, we reach Stirling (see page 206).

Perth is beautifully situated and dates from the Roman occupation. The Romans likened the Tay to the Tiber, and the large level space of the North Inch to the Campus Martius. Scott has made the city familiar to us in his "Fair Maid of Perth." The fight described there took place on the North Inch. The meaning of "Inch" is "Meadow." It has a population of about thirty-four thousand five hundred, and some handsome buildings. About two and a half miles from Perth, on the left bank of the Tay, is Scone Palace, the seat of the Earl of Mansfield. This occupies the site of the ancient royal palace and abbey, where the Scotch kings were crowned.

Dundee is twenty-one miles beyond Perth, and its population is nearly one hundred and seventy-five thousand. It was made a city by royal charter in 1889, and is a county in itself. In the eleventh century Malcolm Canmore built a palace here. The hero of Scott's "Talisman," David, Prince of Scotland and Earl of Huntingdon, landed here upon his return from the crusades. King William, his elder brother, called "the Lion," met him, and made him a

gift of the town. In 1291 Edward I took possession of Dundee Castle, burned the churches, sacked the houses, and carried off all the records.

The city has many fine modern buildings, among them a University College, the City Hall, the Albert Institute, Court House, Royal Exchange, and the Royal Infirmary. It carries on a fine business in linen and jute, marmalade and confectionery, and has large ship-yards, engineering works, and tanneries. There is very good electric tramway service. Baxter Park was given by the late Sir David Baxter and his sisters, and it was Dr. Boyd Baxter and Miss Baxter who gave the city the University College. In connection with the Park they left a large sum to provide for its maintenance. There are many other beautiful parks, one of which — Magdalene Green — is at the head of the Esplanade near the Tay Bridge.

Beyond Dundee we see Arbroath, with a fine sea view. This was the place where the abbots of the abbey had special right from the Pope to wear the mitre, and within the abbey, in 1320, a parliament adopted an address to the Pope, asking for Scottish independence. It was made a royal city by James VI in 1599. It is a busy spot, famous for its linen and its sail-cloth

manufacture. Those who enjoy a reading of Scott will be interested to know that it was the "Fairport" of his "Antiquary." A short two miles away is Hospital Field, where there yet stands the old mansion that was the original of "Monkbarns," and which is now a school of art.

There are beautiful parks in and about the city, Victoria and High and Low Commons being among them.

Montrose on our route is historic ground, for David I sometimes lived here in the castle, as did Edward I of England, and when all his hopes were crushed, James, the Old Pretender, set sail from here for France in 1716. The great Marquis of Montrose, James Graham, was born in Old Montrose, near here. When Sir James Douglas, to carry out the last wishes of Robert Bruce, started upon his journey to the Holy Land to bury there the heart of the Bruce, he sailed from Montrose.

Aberdeen, "the Granite City," is a very handsome city, and its main thoroughfare, Union Street, is a truly notable one, with its stately, substantial granite buildings. At the east end is the Castlegate, and in the centre is the Market Cross which dates from 1686.

Aberdeen has had the same series of historic events that mark all the towns of Scotland. In

1179 it got its charter from William the Lion, which confirmed rights previously granted by David I. Edward I came here while on his expedition in 1296; Robert Bruce devoted some time to it; Parliaments were held on several occasions. Poor Queen Mary when on a visit here was forced by her half-brother, Earl Murray, to watch the execution, in the Charlesgate, of Sir John Gordon, a son of the Earl of Huntley.

The chief buildings are the municipal and county buildings, the Court House, Mitchell Hall at Marischal College, Gordon's College, the Art Gallery, Free Library, Free South Church, and Trinity Hall. In the Old Town are King's College, St. Machar's Cathedral, the picturesque Brig o' Balgounie, and the Bridge of Dee. Byron spoke of the Brig o' Balgounie in his "Don Juan." The population is about one hundred and seventy-five thousand.

The Aberdeen granite is known the world over, and is its chief industry; but it also manufactures high-grade paper; has large fishing interests, builds ships, and has a good shipping-trade. There are fine parks and hotels, and it has enjoyed the advantages of being near Balmoral, which was Queen Victoria's favorite place of residence.

The route from Aberdeen to Ballater lies through the magnificent valley of the Dee River. We see the house where Byron spent much of his childhood, the place where Macbeth died, and scenes connected with many of the Scotch ballads.

Ten miles beyond Aberdeen Drum Castle is seen on the right, dating from the thirteenth century; beyond is the picturesque village of Banchory, at the junction of the Feugh River and the Dee; four miles farther on is Glassal, a little to the north of the Hill of Fure, where Mary, Queen of Scots, watched the battle of Corrichie in 1562. In this battle between Moray and Huntley, Huntley was defeated and killed, and thus ended the power of the Gordons.

At Lumphanan there are remains of a very ancient fortification that is called the "Peel-bog." It is a mound of earth one hundred and twenty feet in diameter and fifteen feet high. Around it is a dike six feet high and ten feet thick, which was made to hold the water from a brook. It is supposed that a castle stood on the mound, and many writers claim that Macbeth here made his last stand. Not far beyond is the Cairn of Macbeth, which marks the spot where he was killed by Macduff.

At Aboyne we are in the region of the Gor-

dons, and there is the Castle of Huntley dating from the eleventh century, but many times restored.

At Ballatrich Byron's childhood was largely spent, and it is said that all his life he was influenced by the impressions of these early scenes. The home of his mother and himself was a simple cottage.

Ballater is a health resort with noted mineral springs. There are good hotels, a variety of sports, pleasant tramps, and many coaching trips to be made. One of these trips is to the Royal Castle of Balmoral, which lies at the foot of Lochnagar. It is only twelve miles from Ballater to the top of Lochnagar, which is 3800 feet above sea level. Byron wrote of this spot:

"Shades of the dead, have I not heard your voices
Ride on the night-rolling breath of the gale?
Surely the soul of the hero rejoices,
And rides on the wind o'er his own Highland Vale.
Round Loch na Gar while the stormy mist gathers,
Winter presides in his cold icy car;
Clouds there encircle the form of my fathers;
They dwell in the tempest of dark Loch na Gar."

On the coach route to Balmoral from Ballater, we pass Abergeldie Castle, which is seven miles distant, where Edward VII spent much of his time when in Scotland, before coming

to the throne; and then we reach Balmoral, the stately, beautiful castle, with its splendid surroundings.

There are forty thousand acres in the property, which once belonged to the Earl of Fife, and thirty thousand acres are a deer forest. Prince Albert bought it in 1848, and built the present castle. As soon as it was finished Queen Victoria came for the summer, and during her entire life it was her favorite summer home. It is not customary to admit visitors.

Returning to Ballater we take a motor car to Strathdon and Corgraff over a delightful route, and by coach go on to Tomintoul and Ballindalloch among scenes of rare beauty and interest. From here on we proceed by rail to Aberdeen and Glasgow or Edinburgh.

Trip No. 8. — Glasgow (Central), rail to Lanark; coach to Cora Linn and Bonnington Falls Gate, Lanark (Clydesdale Hotel), Cartland Crags, Stonebyres Falls, Crossford, Tillietudlem station; rail to Glasgow. Tickets: 1st class, 8*s.* ($2.00); 3d class, 5*s.* 6*d.* ($1.37). This includes fees for the coachman, and admission to Cora Linn and Bonnington Falls. Persons may return to Lanark, from Crossford, by coach, on paying 6*d.* (12 cents) extra to the coachman, and from Lanark to Glasgow by rail.

Within a distance of five minutes' walk from Tillietudlem station is Craignethan Castle, with superb grounds. This is the property of the

Earl of Home, and is the "Tillietudlem" of Sir Walter Scott's "Old Mortality." Apply for admission to the district superintendent, Central Station, Glasgow.

Lanark was one of the Roman strongholds; and the first Parliament of Scotland was held here, called together by Kenneth II in 978. At the head of Castlegate, Wallace was living when he was attacked by English soldiers and escaped. After he had gone the sheriff seized his wife and put her to death. When Wallace heard of this terrible outrage, he returned and killed the sheriff (Hazelrig) with his own hands, and then started in upon his struggle to free Scotland. Lanark is the centre of the Falls of Clyde region.

Take a coach at the station which goes first to the upper falls, passing the race-course and the ruins of the twelfth-century kirk, where Wallace and Marion Bradfute were probably married.

As the road leads down into the Clyde gorge we pass Braxfield, the seat of the Lord Justice-Clerk, MacQueen, whom Stevenson introduced in his "Weir of Hermiston." New Lanark is on the Braxfield property, and near here the Clyde pours over the Dundaff Linn, near which is a stone called "Wallace's Chair,"

which is said to have been a favorite seat of the patriot.

By a lovely path through a wooded gorge, we reach the finest of the falls, the Cora Linn. The water plunges eighty-five feet down into a wild chasm, and on the edge of the rocky wall there are ruins of Cora Castle. In the chasm below is the "Wallace Cave," where he is said to have been in hiding when he received the news of his wife's death. To reach the cave he was obliged to leap the chasm.

One of the romantic stories of the country centres in this region. It runs thus: Malcolm II was taking his daughter Cora to a convent, to prevent her meeting with a lover whom the King had outlawed. Just as the little party passed along this cliff there was a sudden, wild blast of a horn, that recalled to the King's daughter the signal of her lover, and her horse suddenly reared and then plunged into the gorge below. Search as they might they could not find the body of the princess, and Malcolm, in anguish of heart, went back to Dunfermline.

Eight years later the King had waged a battle in the North, and met in the forest a little girl who was so like his lost child that he was startled, and followed her to her cottage home. To his joy, when the mother appeared she

proved to be Cora, the princess, and her husband was the lover whom he had outlawed, and, best of all, he was the hero who had twice that day, in the great battle, saved the King's life. Of course he pardoned them, gave them an estate and title, and so was founded the noble family of Erskine.

Half a mile beyond is Bonnington Linn; Bonnington House was built by Sir John Lockhart Ross, the explorer. Many relics of Wallace are preserved there.

Return to Lanark, and crossing the Mouse Water by Cartland Bridge go down into the Clyde Valley. We see the Stonebyres Fall, with the water making three leaps down fifty feet, at what is called Lee House. Ever since the time of Robert Bruce the Lockhart family have treasured the "Lee Penny" that Scott made famous in "The Talisman." The "penny" is a silver shilling of the time of Edward I, set with a small stone, triangular in form. No one knows what the stone is, but in the old days it was considered a cure for various ills.

From Tillietudlem we return to Glasgow, going through the "Covenanters' Country," as it is called, where the chief events of the struggle of the Covenanters took place in the reigns of the last of the Stewart kings.

Trip No. 9. — Glasgow, rail to Gourock; steamer to Dunoon; coach to Inverchapel; coach to Strachur; steamer to Inverary and St. Catherine's; coach through Hell's Glen to Lochgoilhead; steamer to Gourock; rail to Glasgow. Tickets:

First cabin, 1st class rail, 14*s.* 6*d.* ($3.62).
" " 3d class rail, 13*s.* 6*d.* ($3.37).

Coachman's fee included. Tickets sold from May 20 to September 13. Good for the season. This trip may be pleasantly made in two days.

At Dunoon, where the coach is taken, the route lies through the estate of Benmore. The coach trip to Strachur is over a superb piece of mountain road with beautiful scenery, hunting-lodges here and there, and some fine mansion-houses.

Inverary was the capital of the Duke of Argyle, the great McCallum More. It is also the country of the Campbells, who own nearly all the property. They almost all have titles, and are colonels, majors, and captains. There is an old castle, and the Cross that is said to have been brought from Iona.

OTHER TRIPS.

Trip No. 1. — Glasgow (Central), rail to Wemyss Bay; steamer to Lochranza and on to Campbelltown; by new light railway cross to Machrihanish Bay and return; steamer to Lochranza, on Island of Arran; from purser on steamer get tickets for coach drive from Lochranza to Pirnmill and return; steamer to Wemyss Bay, and rail to Glasgow. Tickets:

First cabin, 1st class rail, 9*s.* ($2.25).
" " 3d class rail, 7*s.* 6*d.* ($1.87).

Tickets sold from June 1 to September 13. Good for the season.

This trip may be made in one day, by leaving Glasgow at 9 A. M., and by omitting the drive from Lochranza to Pirnmill. Arrive at Glasgow 6.21 P. M. Tickets (good only on the day of issue):

1st cabin, 1st class rail, 8*s.* 6*d.* ($2.12).
" " 3d class rail, 7*s.* ($1.75).

Trip No. 2. — Glasgow (Central), rail to Wemyss Bay; steamer to Ardrishaig and Inverary. Return same route. Tickets:

First cabin, 1st class rail, 7*s.* 9*d.* ($1.93).
" " 3d class rail, 6*s.* 6*d.* ($1.62).

From purser on steamer tickets may be obtained for two delightful drives; coach from Ardrishaig for the Crinan, drive of eighteen miles, 2*s.* 6*d.* (62 cents); drive at Inverary, 1*s.* (25 cents). Tickets sold from June 1 to September 14. Good for the season.

Trip No. 3. — Leave Glasgow (Central), 6.35 A. M., *via* Carstairs for Moffat; coach from Annandale Arms Hotel, Moffat, for Grey Mare's Tail and St. Mary's Loch, arriving at 12.30 P. M. Return same route and reach Glasgow at 7.55 P. M. Tickets: 1st class, 19*s.* ($4.75); 3d class, 12*s.* 6*d.* ($3.12). Tickets sold only for Tuesdays, Thursdays, and Saturdays. Good for the season.

Trip to Ayr.

Glasgow, Lanark, Muirkirk, Ayr; return, *via* Paisley to Glasgow. Tickets: 1st class, 12*s.* ($3.00); 3d class, 6*s.* ($1.50). Good for six months.

No trip in Scotland is complete till one has paid a visit to Ayr, dear to all the readers of

Robert Burns. For the route to Lanark, see page 229.

Beyond Lanark we reach Douglas at the head of Douglasdale, a region filled with romantic and historic suggestion. The story of Douglas Castle is dear to the Scotch: An English maiden had promised her hand to the knight who should be able to hold this castle against the Scotch for a year and a day. When Sir John of Walton had almost completed the task, there came a certain Palm Sunday when all the garrison were at service. Suddenly there came a cry of "Douglas! Douglas!" For Bruce and Douglas had come back from Rathlin Island. Not a man escaped.

The old castle has another story: When the Earl of Douglas was executed in Edinburgh, the estates were inherited by his sister, called the "Fair Maid of Galloway." To keep these in the family, she was married when only twelve years old to Earl William her cousin, and when James II killed him at Stirling, his brother married her, although she begged and implored not to be forced into this union. When she was again free, through the overthrow of Douglas, she escaped to King James, and at last was able to marry the man she loved, — the King's half-brother, Sir John Stewart of Lorne. From this

marriage the present Atholl claims descent. In this way, also, King Edward VII is descended from the Douglas line. The mother of Darnley who married Mary, Queen of Scots, was Margaret Douglas, only daughter of the Earl of Angus and Margaret Tudor.

The first and last Duke of Douglas built the present castle in the eighteenth century. Of Scott's "Castle Dangerous" there are a few remains, and this was the original stronghold. When the Duke of Douglas died there was a great question as to the succession. The House of Lords decided the matter in favor of Archibald Stewart, a son of the Duke's sister, and through him the estate came to the Earl of Home.

Beyond Douglas we reach old Muirkirk, where there is the story of a certain deformed woman named Isabel Pagan, who was a poetess and a wit; she entertained wild hunting-parties with smuggled whiskey, and sang to them songs she herself wrote. Two of these were, "Ca' the yowes to the knowes," and "The Crook and Plaid."

Beyond we see Coylsfield House on the bank of the Coyl, and here there is a mound that marks the spot where Coylus, King of the Britons, and the "Old King Cole" of the song, fell in battle with Fergus I, King of the Scots.

It was at Coylsfield House that the girl whom Burns loved, his "Highland Mary," was a dairymaid.

Ayr is a sea-port.

> "Auld Ayr, whom ne'er a town surpasses
> For honest men and bonnie lasses."

While there are many fine buildings in Ayr, — the Wallace Tower, with a colossal statue of William Wallace, "The Fort," erected by Cromwell, and some fine scenery to attract, — all this is incidental, for it is a pilgrimage devoted to scenes in the life of Bobby Burns that we are making.

The simple cottage is two miles from town, and on our way we pass the site of the Barns of Ayr, where Richard Wallace and a number of Scotch nobles were called by the English to meet for a friendly feast. As they arrived they were hanged, in pairs. William Wallace took terrible revenge. As the English were rejoicing over this political move, and having a carousal of joy, Wallace set fire to the barns, and in the flames five hundred persons perished.

We also see "Alloway's auld haunted kirk," with its reminder of Tam o' Shanter.

It was in 1759, January 25, that Robert Burns was born in this humble cottage we now

see, set in the small farm of seven acres which the poet's father, William Burns, rented and tilled. The poet's life began in the kitchen, in a warm recess where stood a small bedstead. At a public sale a stable boy bought this for a few shillings and afterwards sold it for one hundred dollars.

From the cottage we proceed a mile further to the farm that Burns's father later rented, and then pay a visit to the monument, passing the ruined kirk at Doonholm to visit, in the churchyard, the grave of the poet's father. Near the church is the monument, at the Bridge of Doon. It is partly Grecian and partly Roman, and on the ground-floor there is a circular chamber. There are several relics of the poet preserved here, one of which is a Bible given to Burns by Highland Mary, on their parting:

> "Hallow'd grove
> Where by the winding Ayr we met,
> To live one day of parting love."

This Bible was brought to America by the person to whom it descended, and a few gentlemen in Montreal bought it for $125 and presented it to the founders of the monument.

At the other side of the church is the "Auld Brig o' Doon," over which Tam o' Shanter

urged his gray mare Meg, to escape Cuttysark and the witches.

Burns went to school at Kirkoswald, near Ayr. The original of "Tam" was a Douglas Graham of Shanter farm, near Kirkoswald. In the village cemetery his tombstone bears the name Burns gave him. Souter Johnny is also buried in the cemetery.

It was in this neighborhood, at Turnberry Head, that Robert Bruce landed when he came from Arran.

EDINBURGH.

There is a charm and fascination about Edinburgh that makes a visit here a memorable event. Its situation is superb, and on every side are views of surpassing beauty; its history is full of tragedy and romance; and its literary associations are engaging and peculiarly familiar to us.

The real beginning of Edinburgh was the founding of the Abbey of Holyrood by David I in 1128. He gave the monks the privilege of building near it what was called Cannonburgh, and is now that part of the city known as Canongate. When it was Cannonburgh, however, it was a place to itself, with a market cross, a

tolbooth (prison), and had a government for its own municipal affairs.

From the earliest time, when only a scattered village lay about the base of the rock, the castle dominated the country about it, a grand military stronghold, three hundred feet above the valleys. David I established his court at the castle and made it a burgh, — "Edina, Scotia's darling seat." Cannonburgh was between Edina and Holyrood. William the Lion made it a royal city and established here the mint for the king's currency. Alexander III made it the place of deposit for the crown jewels and insignia of royalty, and all the records of the kingdom.

About 1437 the city was made the capital of Scotland, and its population is now nearly three hundred and fifty thousand. It is still made up of the Old and New Town; in the former, the houses tower one above another on the sides of the hill, up to High Street; in the New Town are handsome modern buildings, and fine streets and gardens. On the site of the gardens along Princes Street there was once a lake.

Edinburgh is only two miles from the Firth of Forth, and has a harbor at Leith; on the east there are the Salisbury Craigs and a hill called Arthur's Seat; on the southwest are the hills

of Braid, Blackford, and Pentland; and on the northwest Corstorphine Hill, wooded to the top. Within the city are Castle Hill and Calton Hill, the latter sloping to the north toward the Firth of Forth.

In the fifteenth century and up to the time of the union with England, many of the nobility lived in High Street and the Cannongate; but when the government was all centred in London, and the character of the city changed, the New Town began to develop. Between the two sections of the town lie the Princes Street Gardens and the Mound, the latter made from the accumulation of earth collected in digging foundations for buildings, which was thrown here in the valley called the North Loch. This heap of earth became so considerable that it suggested the plan of making it a means of communication between the two sections of the city.

The Scott Monument stands in the Princes Street Gardens, and is very effective and striking. It is two hundred feet high and has within a staircase to some galleries from which there is a fine view of the city, and where are preserved some relics and curiosities relating to Sir Walter. Under the lower arches is the figure of Scott, with his favorite dog, Maida,

at his feet, done in gray Carrara marble. There are figures in niches above the arches, notably Prince Charles Edward, "Meg Merrilies," the "Lady of the Lake," the "Last Minstrel," and "George Heriot." In the garden are statues of Dr. Livingstone, the explorer, Adam Black, the publisher of the "Encyclopædia Britannica," Professor Wilson, the "Christopher North" of literature, Allan Ramsay, author of "The Gentle Shepherd," Sir James Simpson, who discovered chloroform, and others well-known to Scotland. Between the two sections of the gardens is the Royal Institution which is the headquarters of the Royal Society, and there is an Antiquarian Museum and Statue Gallery.

Back of this is the National Gallery, the foundation stone of which was laid by the Prince Consort in 1850. There is a fine collection of pictures, both of the old masters and of the modern schools. This is where the Royal Scottish Academy holds its annual exhibit of works of living artists.

At the west end of Princes Street is South Castle Street, on which, at No. 19, Scott had his town house for many years; for twenty-six years, from 1800, he lived at 39 Castle Street; he also lived on the second floor of the house

108 George Street; when he acknowledged himself author of the Waverley Novels he was living at 3 Walker Street, that leads off Coates Crescent.

The Free Church College at the head of the Mound occupies the site of the palace of the regent, Mary of Guise, the mother of Mary, Queen of Scots. The Bank of Scotland is at the foot of Bank Street, and is an imposing building, the oldest institution of the sort in Scotland, incorporated by Act of Parliament in 1695.

We approach the grand old castle by an esplanade where there is a morning review of the troops, and a fine sight it is. The Runic Cross on the railed parapet on the north side is a monument raised by the 78th regiment of Highlanders to the memory of their comrades who fell in India in 1857 and 1858, in the Sepoy Mutiny; near this is another memorial cross to Colonel Stewart of the Cameron Highlanders; the bronze statue, nearest the castle, is of the son of George III, the Duke of York and Albany.

Across a deep, dry moat over the drawbridge, past the guard-house, and under the portcullis, we enter the castle grounds, with the Argyle Battery on our right. Queen Margaret's

Chapel, built by the queen of Malcolm Canmore, is the smallest and oldest chapel in Scotland. It is only sixteen feet six inches long, and ten feet six inches wide. When it was restored in 1853, three small stained-glass windows were put in: one in the chancel representing Margaret, Malcolm Canmore, and their son, David I; the window in the west has a Latin inscription saying that the chapel was built by Queen Margaret, that she died in 1093, on the 10th of June, and that the chapel was restored in 1853. Any child born within the castle walls is baptized in the chapel.

On the King's Bastion, opposite the chapel, is the cannon called "Mons Meg," used by James II and James IV, which burst when a salute was fired in honor of the Duke of York in 1682. It was taken to the Tower of London in 1754, but at the earnest request of Sir Walter Scott, George IV sent it back to Scotland, in 1829. It is supposed to have been cast in Mons, Belgium, hence its name. It is very curious, for it is made of long pieces of malleable iron, held together by strong iron hoops. It weighs over five tons.

At Half-Moon Battery there is the electric apparatus that discharges the time-gun, when the ball drops on the flagstaff of the Nelson

Monument on Calton Hill, at one o'clock by Greenwich time.

On what is called the Great Square there is the Royal Palace, where we may visit the apartments memorable for the scenes that have transpired here. The rooms of Mary, Queen of Scots, are on the ground-floor. In her chamber, on June 19, 1566, her son, afterwards James I of England, was born. The room is almost as it was in those days. In a small room adjoining is the window above the precipice, from which the child was lowered in a basket, and safely taken to Stirling Castle.

The Great Hall of the Palace is a magnificent apartment eighty feet long, thirty-three feet wide, and twenty-seven feet high, with a ceiling of open timber work that is beautiful. The Parliament sat here in the old days, and it was also used for royal banquets. Later it was used as a garrison hospital and divided into compartments, but it has been restored to its ancient grandeur, and often upon a cool day a big fire in the splendid fireplace gives a touch of reality to the memories that the spot inspires.

Close by is the Crown Room, containing the ancient regalia of Scotland, the crown, dating from the days of Bruce, inscribed with initials of James V, the sceptre made for James V and

mounted with the figures of the Virgin, St. Andrew, and St. James, the sword of state, which was a gift from Pope Julius II to James IV in 1507, and the Lord Treasurer's rod of office. With these are the royal jewels bequeathed by Cardinal York, the last of the Stewarts, to George IV. There is the collar of the Order of the Garter which Queen Elizabeth gave to James VI; the badge of the Thistle of Scotland that also belonged to James VI, and which has a portrait of his wife, Anne of Denmark, set with diamonds; and a ruby ring set with diamonds, which Charles I wore when he was crowned at Holyrood in 1633.

Below the Castle Hill is the Grassmarket, where for a long time the gallows stood. Its site is marked by paving stones arranged in the form of the Cross of St. Andrew. In Scott's "Heart of Mid-Lothian" there is a description of Porteous' death here, with details of the scene. The building is the Corn Exchange.

St. Giles' Cathedral was so named as containing the relic of an arm-bone of St. Giles. There were once forty altars in it. At the Reformation the building was entirely made over, and John Knox was the preacher appointed.

Back of St. Giles' is the Parliament House, where the Treaty of Union was ratified. The

last Parliament held here was upon that date, March 25, 1707. It is now the place of meeting of the Supreme Court of Scotland.

Among the interesting sections of court buildings is the Advocates' Library, founded in 1682, at the suggestion of Sir George Mackenzie, who was then Lord Advocate. It is one of the five great libraries in the United Kingdom which is entitled to receive a copy of every work published; it has also a store of valuable manuscripts. It contains a copy of the first printed Bible, from the press of Faust and Gutenberg, in 1450; some books from Caxton's press; a manuscript copy of St. Jerome's translation of the Scriptures, supposed to have been written in the eleventh century, and that was used in the abbey church of Dunfermline in the time of David I, some beautiful illuminated missals, and the original manuscript of Scott's "Waverley."

Parliament Square was once the cemetery around the cathedral. It has an equestrian statue of Charles II; and in the pavement is a small metal plate bearing only the initials "I. K., 1572." This marks the grave of John Knox. When he was buried, November 26, 1572, the regent, Morton, pronounced over him this eulogium: "There lies he who never feared the face of man!"

On the east side of St. Giles is the restored market cross which had been removed from the High Street. Through the generous efforts of Mr. Gladstone it was brought back, and it again stands as the memorial of important events in Scottish history. A celebration was held here when each of the Stewarts came to the throne; it was the point of rally when the citizens gathered to repel the attack of an enemy; and from here the bravest and best of the burghers went forward to fight and perish on Flodden Field.

Just west of St. Giles' stood the old tolbooth, the Heart of Mid-Lothian. The site of this prison is marked in the pavement by a huge heart done with white stones. It was from this tolbooth that Scott took the title of his novel, "The Heart of Mid-Lothian."

The old Tron Church, so named from the public weighing-scales beside it, was the place where "Annie Laurie" was married, after pledging her vows at Maxwelton. Annie was the eldest of the three daughters of Robert Laurie, of Maxwelton. She married James Fergusson of Craigdarroch, and her son was Alexander Fergusson, of whom Robert Burns sang in his ballad "The Whistle." This ballad is a favorite with the Scotch, for it relates to one of their

customs in early days. When James VI married Anne of Denmark, she brought among her train a big Dane who could drink almost beyond belief, and was proud of this accomplishment. He had an ebony whistle, which he always placed on the table beside him when he began one of his drinking bouts. The test of endurance was the ability to blow this whistle, for the last one who could do this was "champion of the whistle," and held it as long as he could. Robert Laurie of Maxwelton, after three days and nights of continued drinking, could clearly blow the whistle, and they say in Scotland that he blew a shrill, brave note as the Dane fell under the table. After a time the Lauries lost the whistle to a more distinguished drinker, but the last person who remained champion was Alexander Fergusson, the son of Annie Laurie.

The house of John Knox is one of the old Edinburgh buildings in the section once an aristocratic centre. We see the window from which he often addressed the people, and must not omit a visit to the interior of the house, which holds many souvenirs of the Reformer. He died in this house after finishing his "History of the Reformation."

Not far from the Knox house is what was

once Moray House, the town residence of the Earls of Moray in the days when this was the court-end of the town. It is now the Free Church Normal School, and is in the old Cannongate. Near it is the Cannongate tolbooth, and beyond is the Cannongate burial-ground, in which lie the bodies of Adam Smith, author of the "Wealth of Nations"; Dugald Stewart, the man who was so famous through his teachings and writings on "Moral Philosophy," and who had such a wide influence during the period of his work; and the young poet, Fergusson, who Burns felt had been an inspiration to him. Burns erected a handsome stone above his grave, with a tender inscription, and paid for the perpetual care of the grave.

As we proceed to Holyrood we see Queensberry House, town house of the first Duke of Queensberry; White House Close, where stood the White Horse Inn where Dr. Johnson stopped on his journey to the Hebrides, and which Scott made the residence of his hero in "Waverley," when he was in Edinburgh.

The Palace of Holyrood, so closely connected with Mary, Queen of Scots, is finely situated, and the ruined abbey church founded by David I gives added beauty to the buildings. This ruin is kept carefully in its present condition

and will not be allowed to fall into greater decay.

In this abbey church many important events took place. Charles I, James II, James III, and James IV were crowned in this church; Queen Mary and Darnley were married here; in the royal vault at the southeast end lie the remains of David II, James II, Mary of Gueldres, James V, the queen and second son of James V, the Duke of Albany, and Lord Darnley.

Occasionally royal visits have been paid here since the union of Scotland and England, and Queen Victoria sometimes made pause here on her way to and from Balmoral. The exiled royal family of France spent four years here, from 1795 to 1799; and again, when Charles X was an exile in 1830, he occupied the same apartments for some time.

After visiting the abbey church we go to the Picture Gallery on the second floor. In this handsome apartment Prince Charlie held receptions and balls in 1745. We next see the rooms of Lord Darnley, and by another staircase go to the rooms of Mary, Queen of Scots, which are on the third floor. The first room is the Audience Chamber, with some rare old tapestry and furniture. The bed is the one used by

Charles I while he lived at Holyrood, and by Prince Charlie. It was in this apartment that John Knox had his interview with the Queen, where he left her in tears over some very unkind remarks as to her marriage, and where she indignantly ordered him to leave the palace.

The room beyond is the Queen's bed-chamber, where her bed stands, with its moth-eaten and worn hangings of crimson damask, which has a fringe and tassels of green silk. There are some tapestries that illustrate the fall of Phaeton, some pieces of furniture, notably a small work-table, portraits of Henry VIII, Queen Elizabeth, and Queen Mary herself; and from this chamber there opens a small dressing-room, and also a small supper-room.

Out of the bed-chamber there is a door that opens on a private stairway that led to Darnley's rooms. It was while the Queen, Rizzio, and some of her court were enjoying a little supper in the small private supper-room, that the assassins of Rizzio came up this stairway, and, in spite of the efforts of the Queen to protect him, plunged their daggers into his body; while dragging him across the bed-chamber and the Audience Room, it is said they made fifty wounds before they finally killed him at the head of the staircase. There are some dark stains

shown on the floor where he died, said to have been made by his blood.

On our way to Calton Hill we pass the Burns Monument, within which are preserved a collection of the poet's manuscripts, and many other interesting relics. On Calton Hill we see the monument to Professor Dugald Stewart, of the University, who died in 1828. The monument is designed after the "Lantern of Demosthenes," at Athens. There are the Observatory, and the Nelson Monument erected in 1815, with Nelson's crest cut in stone above the door, and a carving of the stern of the "San José" with an inscription; and preserved within the tower are Nelson's autograph, copies of addresses paid to him, and other things that relate to the hero. There is a splendid view from the tower. On a very high flagstaff is the time-ball, which falls at one o'clock, Greenwich time. Electric communication is made with the time-gun at Half-Moon Battery, on the Castle Hill. Captains of vessels can see the falling of the time-ball, and thus regulate their nautical instruments, without the risk of coming too near the shore.

The unfinished National Monument is very effective as it stands here on the hill. The foundation stone was laid by George IV on August 27, 1822. It was intended to be a memorial of

the Scotchmen who fell in the Peninsula War, and was to have followed the design of the Parthenon at Athens.

From the hill we have a view of the Old Town, the beautiful New Town with the fine stretch of Princes Street and the Gardens; we also see the long avenue to Leith, the town of Leith, the village of Newhaven on the left, and the watering-place, Portobello, on the right. There is the stretch of the Firth of Forth, and opposite Leith is the island of Inchkeith with its lighthouse. It is difficult to find in any quarter of the world a more varied, notable, and magnificent prospect.

In Calton Cemetery, under the hill, are the grave of Constable, the publisher of Scott's novels, the grave of David Hume beneath a monument, an obelisk called the "Martyrs' Monument," — these martyrs being political ones, — and the Lincoln Monument, a memorial to the Scotch-American soldiers who fell in our Civil War:

> "Another clasp of loving hands,
> Another link across the sea."

The first square laid out in the New Town was St. Andrew, one of the chief business sections of the city. The Dean Bridge, built by

Telford, affords a notable view with the enchanting valley below, and beyond, the Firth of Forth.

The University of Edinburgh dates from 1582. The first college was built on the site of the ruins of the Kirk-of-Field, where Darnley was murdered. Queen Mary had granted the ruins and land to the town council. The buildings have been erected at different periods, and the University stands among the world's great institutions of learning. The Medical School takes high rank, and has brilliant men in the various branches of medical science.

At the south end of George IV Bridge is Greyfriars' Churchyard, once the garden of a Franciscan monastery. In this is the tombstone on which the Solemn League and Covenant was signed, on March 1, 1638. Many of the signers, having no ink, stabbed their arms and used the blood to write with. In the churchyard are buried Dr. Robertson, the historian, and Allan Ramsay, the poet.

Near the George IV Bridge is the Free Public Library given to the city by Andrew Carnegie.

There are many points of rare literary suggestion and historic association about Edinburgh, and if the traveller is interested in seek-

ing out such reminders, the following notes may be of service:

On George Street, between Frederick and Hanover streets, are the Music and Assembly Rooms. It was at a banquet in the Assembly Rooms that Sir Walter Scott acknowledged himself the author of the Waverley Novels.

At No. 477 Baxter's Close Robert Burns lived, on his first visit to Edinburgh.

In Alison Square, now Marshall Street, was the house where Campbell wrote the "Pleasures of Hope."

At George Square, No. 25, Sir Walter Scott's father lived.

Opposite the Royal Infirmary is George Heriot's Hospital. The founder is described in Sir Walter's "Fortunes of Nigel" as "Jingling Geordie." Heriot was goldsmith for James VI.

In Guthrie Street, once called College Wynd, Sir Walter was born. On the east side of the street is a medallion which states that "Near this spot stood the house in which Sir Walter Scott was born, August 15, 1771."

Robert Louis Stevenson was born at No. 8 Howard Place. He lived for some time at No. 17 Heriot Row.

David Hume wrote his "History of Eng-

land" in what was called "Jack's Land," now No. 229 Cannongate. Later he built himself a house in the New Town, No. 21 South St. David Street, facing Rose Street.

Adam Smith, author of the "Wealth of Nations," lived the last twelve years of his life at No. 15 Panmure Close, which leads from No. 129 Cannongate.

PLACES OF INTEREST IN EDINBURGH.

The Castle, open from May to September, from 10 A. M. to 4 P. M. Free.

St. Giles' Cathedral, open daily, except Saturday, from 10 A. M. to 3 P. M. Mondays, free.

Parliament House. Free.

House of John Knox, open from 10 A. M. to 4 P. M. Admission, 6*d.* (12 cents).

Holyrood Palace and Abbey, open from 10 A. M. to 5 P. M., from May to September. Admission, free.

Scottish National Portrait Gallery, Monday, Tuesday, Wednesday, and Saturday, open from 10 A. M. to 5 P. M. Admission free. Thursday and Friday, open from 10 A. M. to 4 P. M. Admission, 6*d.* (12 cents).

National and Statuary galleries; same arrangements as above.

Scottish National Museum of Antiquities, open Tuesday, Wednesday, and Saturday, from 10 A. M. to 5 P. M., from February 1 to September 30. Admission, free. Open Thursday and Friday at same hours. Admission, 6*d.* (12 cents). Closed on Mondays.

Royal Scottish Museum, open Monday, Tuesday, Wednesday, Thursday, and Friday, from 10 A. M. to 4 P. M.; Wednes-

day, open again from 6 P. M. to 10 P. M.; Saturday, open from 10 A. M. to 10 P. M. Open Sunday from 2 P. M. to 5 P. M. Free.

Botanic Gardens. Free.

Scott Monument, open from 8 A. M. to 7 P. M. (summer). Admission to top, 2*d*. (4 cents).

Nelson Monument, from 8 A. M. to dusk. Admission to top, 3*d*. (6 cents).

Cab Fares.

One and one-half miles for two persons, 1*s*. (25 cents).
Every additional one-half mile, 6*d*. (12 cents).
One mile for four persons, 1*s*. (25 cents).
Shopping, per hour, 2*s*. (50 cents).
Drive out of town per hour, 3*s*. (75 cents).
From midnight to 7 A. M., double fare.

DAY TRIPS FROM EDINBURGH.

Tuesdays only: Rail (Waverley) to Lauder; coach to Abbotsford (home of Sir Walter Scott); coach to Melrose for the abbey; rail to Edinburgh. Tickets, 1st class, 12*s*. ($3.00); 3d class, 8*s*. ($2.00).

Tuesdays only: Rail (Waverley) to Melrose station for the abbey; coach to Abbotsford, and on to Lauder station; rail to Edinburgh. Tickets, 1st class, 12*s*. ($3.00); 3d class, 8*s*. ($2.00).

Fridays only: Rail (Waverley) to Lauder station; coach to Melrose to visit the abbey; coach to Dryburgh Abbey and St. Boswell's; rail to Edinburgh. Tickets, 1st class, 12*s*. (3.00); 3d class, 8*s*. ($2.00).

Fridays only: Rail (Waverley) to Melrose station for the abbey; coach to Dryburgh Abbey and to Lauder Station; rail to Edinburgh. Tickets, 1st class, 12*s*. ($3.00); 3d class, 8*s*. ($2.00).

There is no more interesting spot in the wide world for us of to-day than Abbotsford, the

home of Sir Walter Scott, built by himself, and so long the scene of his literary labors and splendid hospitality.

Inserted in the walls are pieces of stone from many historic buildings, — from Holyrood Palace, with its tragic memories of Mary, Queen of Scots; from Dunfermline, where the body of the Bruce lies; from Linlithgow, the palace where Mary, Queen of Scots, was born; from the old Tolbooth at Edinburgh, which was called "The Heart of Midlothian"; and from a building in the borough of Selkirk, where the celebrated Mungo Park was born.

One may visit his study, see his chair, writing-table, and desk, which last was made from the wood of one of the ships of the Spanish Armada, and sit a moment in the little turret room called by Sir Walter his "Speak-a-bit," because it was so cosey a place for a chat.

Then there is the library, with more than twenty thousand books, all carefully selected works. The chairs were a gift from Pope Pius IX; the writing-desk a gift from George III, and a lovely silver urn was the gift of Lord Byron.

In the low window is a table with a large glass case that holds rare treasures: a blotting-book and gold cloak clasp adorned with

bees, that Napoleon left in his carriage at Waterloo; a drinking-cup with a glass bottom, that was once the property of Prince Charlie. It was necessary to guard against surprises in those old days, and so the cup was fashioned in this manner that one might be able to see through it. There is a lock of hair from Lord Nelson's head, one from Prince Charlie's, and one from that of the Duke of Wellington; and there is a skull cap that belonged to Cardinal Mezzofanti, the famous Italian connected with the Propaganda at Rome, who spoke fluently one hundred and fourteen languages.

From the library the drawing-room opens, and from the windows there is a charming view across the lawn to the Tweed. Here there are portraits of Sir Walter and his five dogs, by Sir Henry Raeburn, Nell Gwynn, Dryden, Cromwell, and Hogarth. There is also a terrible picture of the head of Mary, Queen of Scots, just after the executioner had done his dreadful work. This was painted by a brother of one of Mary's devoted attendants. The furniture of this room was the gift of George IV.

Next comes the Armoury, with a curious and valuable collection of weapons, and another room of the same character, where upon the walls are three drawings, characteristic scenes

of earlier days. One is called the "Dish of Spurs," and illustrates the old border custom that prevailed in the household when the larder was bare. The wife placed before her lord and master a dish containing only a pair of spurs. This hint was sufficient to send him, with his followers, upon a raid on the cattle of his neighbors.

The second drawing is called the "Keiver's Wedding," and illustrates the sad result of a raid in which a young lord is caught and about to be hanged. Lady Elibank proposes to her husband that young Harden be given his choice between death and a marriage with their daughter, whom they find it difficult to dispose of. She is so plain that she is known, far and wide, as "Muckle-mouthed Meg." The young lord finds it hard to choose between these two evils and is thrown into confinement for a period in which he may reflect. The mother, wise in her generation, allows the daughter to visit him in prison to see that his meals are well served. By her pleasant manner and cheerful disposition she wins his heart, and they are married. The best part of this story is that Sir Walter Scott was descended from them.

The third drawing shows the dilemma of the proud old family where shoes are scarce. A

Sir Gilbert Elliot comes to woo Miss Scott of Harden, and it is necessary to "put the best foot forward." Mrs. Scott, by a judicious exchange of shoes, and much planning, saves appearances and makes a brave show before the lover.

Melrose Abbey is one of the most picturesque ruins in the United Kingdom. In the "Lay of the Last Minstrel" Scott has made it familiar to us by reason of the visit of William of Deloraine to the grave of Michael Scott; and in his "Monastery" it figures as "Kennaquhair." It was David I who built it and richly endowed it. All the remains are examples of Gothic architecture, and there is some exquisite stone carving. The west window has some beautiful tracery, and in the north transept there is a notable window. In the churchyard near the southeast corner is the grave of Tom Purdie, the faithful servant of Sir Walter Scott.

The abbey was injured and plundered in 1321 by the English, but was restored by Robert Bruce four years later; it was twice afterwards seriously damaged and plundered, and then the Scotch Reformers finished the work of destruction. Only the abbey ruins were left to show us what a beautiful group of buildings it must have been when it stood in perfection in its

garden, with a high wall of one mile in extent enclosing it all.

Buried among the ruins of the abbey church is the heart of Robert Bruce, the hero of Bannockburn. During his life he had made a vow to go on a crusade to visit the Holy Sepulchre, and finding it impossible to fulfil this vow, he made a last request that his friend, Sir James Douglas, should take his heart, and going on the crusade for him, deposit this in the Holy Sepulchre. After the death of the Bruce, his heart was taken from the body, enclosed in a small casket, and Sir James Douglas started with it for the Holy Land. Obliged to wait in Spain for a ship to proceed, Sir James took part in the war against the Moors, and was killed in battle. Sir William Keith, Earl Marischal of Scotland, got possession of the sacred treasure of Bruce's heart, and had it buried in Melrose Abbey. Early in the nineteenth century the body of Robert Bruce was disinterred, and the breast bone was found to have been cut so that the heart could be removed. This proved that the romantic story is probably true.

Also lying here among the ruins are the bodies of James, second Earl of Douglas, who was killed at Otterburn, and William Douglas, called the "Dark Knight of Liddesdale." There

is also the grave of Michael Scott, born in Fifeshire, who died about 1290. He was a very learned man, — a scientist of so much advanced knowledge and power that he was considered to be a magician. He studied in France and was connected with the court of Frederick II of Germany for some time. Dante refers to him in the "Inferno," and Sir Walter speaks of him in the "Lay of the Last Minstrel," when the monk describes his funeral. It is said that his magic books were buried with him.

Melrose is a pretty town, with a cross twenty feet high that stands at the head of High Street, and is as old as the famous abbey.

Sir Walter Scott lies buried in Dryburgh Abbey, where also lie the bodies of his wife, his eldest son, and his son-in-law, dear friend, and faithful biographer, J. G. Lockhart.

This abbey was founded in the reign of David I by Hugh de Morville, Constable of Scotland, and the last abbot was James Stewart, of the Darnley family, and he was buried under the altar. The place of Scott's burial is in St. Mary's Aisle, which was formerly the burial-place of the Haliburtons. In 1791 the Earl of Buchan gave it to two uncles of Sir Walter. The Earl was descended from the Haliburtons on the mother's side of the house. It was at

his own request that Sir Walter was laid here, and his wife rests on his left, while one slab of granite covers both graves, and is shaped to look like two altar tombs. Sir Walter was buried September 26, 1832. The inscription on his tombstone is:

"Sir Walter Scott, Baronet, Died September 21, A. D. 1832."

On his right lies his eldest son, Colonel Sir Walter Scott, and Mr. Lockhart's remains lie at Sir Walter's feet.

St. Boswell's is finely situated, with a view of the Eildon Hill, that from one base rises to three summits. According to tradition this curious formation is due to the work of an evil spirit who was in close communication with Michael Scott, the magician. The highest of the Eildon Hills affords an extensive view, and Sir Walter once said, "I can stand on the Eildon Hills and point out forty-three places famous in war and verse." There are remains of a mound of the Picts, and a camp of the Romans.

Daily, except Sunday: Edinburgh (Waverley), Hawthornden, Roslin; Roslin Castle, Eskbank, Edinburgh. Tickets, 1st class, 1*s.* 8*d.* (41 cents); 3d class, 1*s.* 1*d.* (27 cents).

Daily, except Sunday: Edinburgh (Waverley), Forth Bridge, Alloa, Dollar to visit Castle Campbell, Rumbling Bridge, Loch Leven, Dunfermline, Edinburgh. Tickets, 1st class, 8*s.* 6*d.* ($2.12); 3d class, 5*s.* ($1.25).

Hawthornden is the station for the Lodge; Hawthornden House was the residence of the poet Drummond. It is built on the edge of a sheer cliff below which the waters of the North Esk flow. Near the house are the picturesque ruins of an old tower. In one of the rocks near at hand is a seat called the "Cypress Grove," because so much of the work on that composition was done here. William Drummond died in 1649, and was one of the earliest of Scotland's poets. Ben Jonson visited him at Hawthornden House and Drummond took notes of their conversation, which were published after his death. His sonnets are particularly fine. When he was forty-five years old he married an Elizabeth Logan, and did not die till he was sixty-four years of age. He belonged to the royal house of Stewart, through Annabella Drummond, Queen of Robert II, and mother of James I.

The poet was proud of being related to the poet king, James I, and said so: "If we believe that the souls of the departed have some dark knowledge of the actions done on earth, which concern their good or evil, what solace, then, will this bring to James I that after two hundred years he hath one of his mother's name and race that hath renewed his fame and ac-

tions in the world." His first work, "The Cypress Grove," was in prose.

The village of Roslin has a delightful situation, and at the old inn Johnson and Boswell were once visitors; and Burns came here with the artist Nasmyth, the one who did the now treasured portrait of the poet.

Above the river Esk and reached by a bridge across a deep ravine, towers Roslin Castle, the property of the Earl of Roslin, through the St. Clair family. The original castle was burned, and the present one is only about three hundred years old. The battle of Roslin was fought on the moor, not far away.

Beautiful Roslin Chapel is near the castle, with its famous "Prentice Pillar," and its story. This says that the master architect went to Rome to get a plan for a pillar, and while he was gone his apprentice made a design and executed it. Upon his return he found this exquisite production, and in a sudden rage of jealousy killed the apprentice with a hammer. They pretend to show the face with a gash in his forehead, and opposite this face one of his mother, in anguish of heart over the tragedy. There is also shown the face of the master just before he was hanged for the murder.

Scott says in one of his ballads, "Rosabelle," that

> "There are twenty of Roslin's barons bold,
> Lie buried within that proud Chapel."

Alloa (see page 264). From Dollar there is a delightful drive to the old fortress Castle Campbell, standing high on a rock where it seems next to impossible it can keep a foothold. The Marquis of Montrose destroyed it in 1645 to get revenge for the destruction of the "Bonnie House of Airlie," by the Campbells. Mary, Queen of Scots, visited here, and once John Knox came to give the sacrament to one of the Campbells.

Beyond Dollar is Rumbling Bridge, so called from the thundering sound of the Devon River as it rushes through a deep chasm, across which are two bridges, — one one hundred and twenty feet above the water, the other eighty feet above it. Just above is a place called "The Devil's Mill." The falling water has eaten out a hole in the rock, and as it churns about in this hole a noise is made like that of a rapidly moving mill-wheel.

Loch Leven, with its ruin of the Loch Leven Castle where Mary, Queen of Scots, was a prisoner after her surrender at Carbury, is most

interesting. Burns gave her this touching lament:

"Now blooms the lily by the bank,
The primrose down the brae;
The hawthorn's budding in the glen,
And milk-white is the Slae;
The meanest hind in fair Scotland
May rove their sweets amang;
But I, the Queen of a' Scotland,
Maun lie in prison strang."

It was brave young William Douglas who aided her to escape, and in "The Abbot" this story is told, with "Roland Graeme" as William Douglas.

Where the water is low in the loch there is an ancient causeway of stone, over which one can wade to the island. The loch has a curious connection with the number eleven. There are supposed to be eleven hills around it; it is eleven miles around the lake; eleven streams feed it; there are eleven islands in the lake, and there are eleven kinds of fish in its waters.

Dunfermline is a very ancient city, with the ruins of the Royal Palace and the famous abbey. In the abbey are the graves of Malcolm Canmore, Margaret, his queen, and Robert Bruce. Andrew Carnegie was born in Dunfermline, and has done a great deal for the city in the way of gifts. There are Carnegie Baths and Gymna-

sium, the Carnegie Library, and the house where Mr. Carnegie was born. There is Pittencrieff Park and Glen, and in addition to all these attractions it is the centre of linen weaving; it is only half an hour, by rail, from Edinburgh.

SPECIAL TRIPS.

Trip No. 1. — Edinburgh (Princes Street), rail to Callander and on to Crianlarich, *via* Pass of Leny and Loch Lubnaig; Crianlarich by coach to Ardlui; steamer on Loch Lomond to Inversnaid; coach to Stronachlacher; steamer on Loch Katrine to Trossachs Pier; coach to Callander; rail to Edinburgh. Tickets:

First cabin, 1st class rail, 31*s.* ($7.75).
" " 3d class rail, 23*s.* 9*d.* ($5.93).

Fee for coachman on the Ardlui coach not included. Tickets sold from June 1 to September 13. Good for the season. Trip may be made in one day. Leave Edinburgh at 7.05 A. M., arrive on return at 9.27 P. M.

Trip No. 2. — Edinburgh (Princes Street), rail to Loch Tay; steamer to Killin Pier; from Killin Pier to Kenmore; coach to Aberfeldy; rail to Edinburgh. Tickets:

First cabin, 1st class rail, 28*s.* 3*d.* ($7.06).
" " 3d class rail, 17*s.* 3*d.* ($4.31).

Fee for coachman included. Tickets sold from May 1 to September 13. Good for the season. Trip may be made in one day. Leave Edinburgh at 9.25 A. M., arrive on return at 9.27 P. M.

The chief seat of the Marquis of Breadalbane is at Kenmore, at the head of Loch Tay. The modern mansion of the Marquis is called Taymouth Castle, for here the waters of the Tay pour into the lake. In September of 1842 Queen

Victoria and Prince Albert were entertained at the castle for three days in truly magnificent style.

Aberfeldy is familiar to all lovers of Burns, through his song, "The Birks of Aberfeldy." There were no birches in the glen above the Moness Falls even in his time, and his song is merely taken from an older one, "The Birks o' Abergeldie." Aberfeldy has a fine bridge built in 1733, and a monument to the Black Watch. Near the town is Grandtully Castle, which is the Tullyveolen of Scott's "Waverley." It is the residence of the baronet who, through his second marriage, with Lady Jane Douglas, was father of the Douglas who won in the great "Cause."

Trip No. 3. — Edinburgh (Princes Street), rail to Aberfeldy; coach to Kenmore; steamer on Loch Tay to Killin Pier; Loch Tay station, rail to Oban; steamer Caledonian Canal to Inverness; rail to Edinburgh. Tickets:

First cabin, 1st class rail, 64*s.* 11*d.* ($16.22).
" " 3d class rail, 36*s.* 5*d.* ($9.10).

NOTE. — On the Caledonian Canal, between Oban and Inverness, the service at this price is steerage; but by paying 11*s.* ($2.75) extra, a passenger travels in the 1st cabin. Fee for coachman included. Tickets sold May 21 to September 13. Good for the season. This trip takes two days. A night has to be spent at Oban. See page 213.

Inverness is an old city in the Highlands, and although made a royal burgh by David I, it is pleasantly modern. The castle was one of Mac-

beth's strongholds, but the present ruins are part of a second castle on the site, that was destroyed by Montrose in 1646. The cathedral is Gothic and has some fine windows.

Culloden Moor is near Inverness, and a trip should be made there. On this battlefield Prince Charles Edward fought his last battle for the crown of the Stewarts on April 16, 1746.

Trip No. 4. — Edinburgh (Princes Street), rail to Aberfeldy; coach to Kenmore; steamer on Loch Tay to Killin Pier, Lock Tay station; rail to Callander; coach through the Trossachs to Trossachs Pier; steamer on Loch Katrine to Stronachlacher; coach to Inversnaid; steamer on Loch Lomond to Ballock; rail to Glasgow and Edinburgh. Tickets:

First cabin, 1st class rail, 37*s.* 11*d.* ($9.47).
" " 3d class rail, 27*s.* 11*d.* ($6.97).

Fee for coachman included. Tickets sold May 1 to September 13. Good for the season. This trip takes two days, if the night is spent at Callander or the Trossachs Hotel.

If a traveller wishes to go directly on with a journey from Glasgow to Edinburgh, or from Edinburgh to Glasgow, tickets may be obtained over this route, to avoid the trip between the two cities by rail.

Tickets, Glasgow to Edinburgh, or Edinburgh to Glasgow.

First cabin, 1st class rail, 32*s.* 11*d.* ($8.22).
" " 3d class rail, 25*s.* 5*d.* ($6.35).

Fee for coachman included.

Trip No. 5. — Edinburgh (Princes Street), rail to Taynuilt and Ach-na-Cloich; steamer on Loch Etive to head of the Loch; coach through Glen Etive and Glen Coe to Ballachu-

lish; steamer to Fort William; return by steamer to Oban, Crinan Canal to Ardrishaig, by Kyles of Bute to Gourock; rail to Glasgow. Tickets:

First cabin, 1st class rail, 56*s.* ($14.00).

Steerage, 3d class rail, 33*s.* ($8.25).

By paying to purser on steamer between Gourock and Fort William 8*s.* 6*d.* ($2.12) extra, the passenger may travel by first cabin. Tickets sold from June 3 to September 13. Good for the season. Coachman's fee 1*s.* (25 cents), and guard's fee 1*s.* (25 cents) are to be paid extra.

Trip No. 6. — Edinburgh (Princes Street), rail to Stirling, Dundee, Aberdeen, Keith, Inverness; steamer down the Caledonian Canal to Fort William and Oban; rail to Glasgow (Buchanan Street), *via* Callander. Tickets:

First cabin, 1st class rail, 51*s.* 10*d.* ($12.95).

Steerage, 3d class rail, 27*s.* 10*d.* ($6.95).

By paying to the purser on steamer 11*s.* ($2.75), the passenger may travel in first cabin. Tickets sold from May 21 to September 13. Good for the season. Same price for tickets, Glasgow to Edinburgh.

Trip No. 7. — Edinburgh (Princes Street), rail to Dunkeld and Inverness; steamer down Caledonian Canal to Foyers, Fort Augustus, and Fort William; rail to Rannoch, Callander, and Glasgow. Tickets:

First cabin, 1st class rail, 51*s.* 10*d.* ($12.95).

Steerage, 3d class rail, 27*s.* 10*d.* ($6.95).

By paying to purser on steamer 8*s.* ($2.00), passengers may travel in the first cabin. Tickets sold from May 21 to September 13. Good for the season.

Trip No. 8. — Edinburgh (Princes Street), rail to Stirling, Callander, Loch Awe, and Oban; steamer through the lochs to Fort William, through the Caledonian Canal to Inverness; rail to Dingwall and Achnasheen; coach route *via* Loch Maree to Gairloch; steamer to Portree on Island of Skye; by steamer of David MacBrayne among the islands and lochs to Oban; then by the Crinan Canal and Kyles of Bute to Gourock; rail to Glasgow. Tickets:

First cabin, 1st class rail, 83*s.* 7*d.* ($20.89).

" " 3d class rail, 64*s.* ($16.00).

Coachman's fee included. Tickets sold from July 1 to September 14. Good for the season.

Trip No. 9. — Edinburgh (Princes Street), rail to Callander and Oban; steamer to Fort William and up the Caledonian Canal to Inverness; rail to Dunkeld; coach to Braemar *via* Spittal of Glenshee; motor omnibus Braemar to Ballater; rail to Aberdeen, Dundee, Perth, and Edinburgh. Tickets: First cabin, 1st class rail, coach and motor, 85*s.* 7*d.* ($21.39). Steerage, 3d class rail, coach and motor, 53*s.* 11*d.* ($13.47). By paying to purser on the steamer 11*s.* ($2.75) extra, passengers may travel in the cabin. Tickets are sold from July 1 to September 16. Good for the season.

Trip No. 10. — Edinburgh (Waverley) rail *via* Forth Bridge and Stirling to Aberfoyle; coach to Loch Katrine; steamer to Stronachlacher; coach to Inversnaid; steamer to Tarbet; coach to Arrochar; steamer to Craigendoran; rails to Glasgow. Tickets: 1st class, 26*s.* ($6.50); 3d class, 19*s.* 6*d.* ($4.87). Tickets good for the season. Pier dues at Tarbet, or Arrochar, or coach fare, 6*d.* (12 cents), between these places, not included.

Trip No. 11. — Edinburgh (Waverley), Dunfermline (for Pittencrieff Glen and Park), Loch Leven, Glenfarg, Bridge Earn, Newburgh, Falkland Road (for Falkland Palace), Kirkcaldy, Burntisland, Aberdour, Inverkeithing (to visit the new naval station), Dalmeny (Forth Bridge), Edinburgh. Tickets: 1st class, 12*s.* 3*d.* ($3.12); 3d class, 7*s.* ($1.75).

Trip No. 12. — Edinburgh, Belford, Newcastle, Tynemouth, Morpeth, Alnwick, Wooler, Coldstream, Berwick, Edinburgh. Tickets: 1st class, 33*s.* 4*d.* ($8.33); 3d class, 20*s.* 7*d.* ($5.14).

Trip No. 13. — Edinburgh, Berwick, Newcastle, Northallerton, Stockton, Thornaby, Middlesbrough, Redcar, Saltburn, Whitby, Scarborough, Malton, York, Newcastle, Edinburgh. Tickets: 1st class, 50*s.* 10*d.* ($12.70); 3d class, 31*s.* 5*d.* ($7.85).

Trip. No. 14. — Edinburgh, Newcastle, Darlington, Stockton, Middlesbrough, Thornaby, Redcar, Saltburn, Whitby, Scarborough, Malton, York, Leeds, Ilkley, Harrowgate, Ripon, Thirsk, Newcastle, Edinburgh. Tickets: 1st class, 54*s.* 4*d.* ($13.58); 3d class, 33*s.* 7*d.* ($8.39).

Specimen Cycling Tours.

Tickets from Edinburgh (Waverley), available for return on day of issue or the following day; tickets issued on Saturday are good for return up to the following Monday: —

Edinburgh to	Returning from	3d class, including charge on bicycle.
Dunbar,	Longniddy,	3*s.* 4*d.* ($0.83).
Gifford,	Tynehead,	3*s.* 1*d.* ($0.77).
Tynehead,	Galashiels,	3*s.* 9*d.* ($0.93).
Linlithgow,	Causewayhead,	4*s.* 6*d.* ($1.12).
Bridge of Earn,	St. Andrew's,	6*s.* 10*d.* ($1.70).
Peebles,	Broomlee,	4*s.* ($1.00).

Invergarry and Fort Augustus. Spean Bridge.

A special route for superb highland scenery lies between Spean Bridge and Fort Augustus. The line was opened in July, 1903, and offers many advantages for the traveller in the North. With circular tickets that are issued to use on the David MacBrayne steamers up the Caledonian Canal, a traveller may go by this railway route if he so wishes. The ticket he holds, between Fort William and Fort Augustus, must be stamped for this railway journey, either at Fort William, Spean Bridge, or Fort Augustus, before being used on the railway. The time of the railway journey from Spean Bridge to Fort Augustus is fifty-five minutes, twenty-four miles. Fort William to Spean Bridge, seventeen minutes.

Glasgow to Inverness.

Glasgow (Queen Street station), rail to Fort Augustus, with no change of cars; David MacBrayne steamer at Fort Augustus for Inverness (Muirtown Wharf). Ten hours. Tickets:
First cabin, 1st class rail, 25*s.* 7*d.* ($6.39).
Steerage, 3d class rail, 13*s.* 5½*d.* ($3.36).
Tickets sold from July 1 to September 14. Good for the season.

On the route from Spean Bridge to Fort Augustus the crossing of the Spean River and a view of Loch Lochy and the River Lochy recall a story of increased values that is interesting. The two rivers are notable salmon streams, and some sixty years ago the rights of salmon fishing within the "Lordship of Lochaber" — which included these rivers — were offered for sale. Lord Abinger, who owned the next estate, was advised to buy these rights, but did not think it a very good investment. However, he finally sent one of his tenants to Edinburgh to negotiate for him in regard to their sale. This agent paid £600 ($3000) for them, and Lord Abinger felt that he had far exceeded his power in paying such a sum, and blamed him exceedingly. These rights for many years have been bringing to the owner over $10,000 a year, as salmon-fishing is so popular and desirable a sport.

When we reach Invergarry we see the ruins of the old castle where Prince Charlie slept after

the defeat of Culloden; Cumberland's Hanover troops destroyed it by fire as they were pursuing Prince Charlie. We cannot see the pretty town of Invergarry from the train, but it is worth while to stop, if one has time. There is a good hotel.

At Fort Augustus there is connection with Loch Ness steamers, half a mile further on, with a station, pier, and sidings for the trains.

Oban, Ballachulish, and Glencoe.

One Day Trip. — Oban, rail to Ballachulish and Glencoe station, coach drive through Pass of Glencoe and return to Ballachulish; rail to Oban. Tickets: 1st class, 11*s.* ($2.75); 3d class, 8*s.* ($2.00). Fee to coachman included. Tickets good only on the day of issue.

With the Glencoe district there is connected one of the most tragic bits of Scotch history. The meaning of the name is the "Glen of Weeping"; it belongs to Lord Strathcona and Mount Royal, of Canada, who bought it from the descendants of the old MacDonalds. At the foot of the glen is the house built by Lord Strathcona. The story of Glencoe is this:

After the Revolution the Highland chiefs, who were suspected of favoring the Stewart House, were obliged to swear allegiance to William III, and given till the date of December 31, 1691, in which to do this. The MacDonald of Glen-

coe, MacIan, left this duty till that very day, when he took himself to Fort William to take the oath. The officer there was not qualified to administer the oath, so MacIan pushed on to Inverary, where his oath was received. But, delayed by heavy falls of snow, he was five days late. His clan had already been reported to the King as the only one which had not taken the oath of allegiance, and William had signed an order for the execution of the entire clan.

In February Campbell of Glen Lyon came to Glencoe with four hundred soldiers, and for two weeks enjoyed the hospitality of the people he was to destroy. On the twelfth the order reached the Campbell to act, and at four o'clock the next morning the horrible massacre began. There were two hundred men of the MacDonalds, and thirty-eight were at once killed, while many others were put to death as they tried to escape over the passes that were heaped with snow. MacIan arose at that early hour to attend to the matter of breakfast for the officers, his guests. The soldiers shot him even as he was leaving his bed. Then they took the clothes from his wife, tore off her wedding ring, — it is said with their teeth, — and she died the next day from the effect of their brutal treatment. But the clan was not wiped out, for

MacIan's two sons escaped. It can be imagined how bitter the hatred was against the government that allowed such acts of violence.

Beyond the Invercoe bridge there is a modern monument in memory of the massacre, standing on a small mound. Near this is a view of the house in which MacIan was killed. A mile or two up the glen are remains of the township of the clan. There is also to be seen Signal Rock, from which the signal of attack was given.

Oban to Staffa and Iona.

One Day Trip. — Trip made by David MacBrayne's steamer every Tuesday, Thursday, and Saturday, at 8.20 A. M. from Oban, from May 21 to June 30, and from July 1 to September 14, daily; then on Tuesday, Thursday, and Saturdays again, till September 28. Due at Oban same day, at 6 P. M. Tickets, including guides and boatmen at Staffa and Iona, 15*s.* ($3.75).

This trip among the Hebrides is an experience of special satisfaction. Staffa is notable for the grandeur and marvel of its scenery; while Iona is one of the sacred places that hold historic memories.

The route of the steamer is across Loch Linnhe, between the lighthouse on Lismore and the black dome of the "Lady's Rock," that is covered at high tide. In Campbell's "Glenara," and in Joanna Baillie's "Family Legend," there is the story of this rock. It is said that Mac-

Lean of Duart, wishing to be rid of his wife, exposed her on the crag to be drowned as the tide came in. When he thought she must be "thoroughly dead" he went to her brother at Inverary, the young Earl of Argyle, and began to tell him a sad tale of his grief and loss. But even as he told it, the door opened and she walked into the hall, for some fishermen had heard her cries and saved her. The husband got away, but the brother, John Campbell of Cawdor, followed him to Edinburgh and killed him. On the headland of Mull we see the Duart Castle, on Duart Point. Also on the Point is the beacon erected in memory of William Black, the novelist, who wrote so delightfully of the Hebrides, and attracted so much attention to the islands and their people.

After stopping at Craignure the steamer goes through the Sound of Mull; on the right is the ruin of Artornish Castle, the chief seat of the "Lord of the Isles." It is here that Scott makes the scene of the opening of his poem:

> "'Wake, Maid of Lorn!' the minstrels sung.
> Thy rugged halls, Artornish, rung,
> And the dark sea, thy towers that lave,
> Heaved on the beach a softer wave."

Beyond Loch Aline, on the right, is the Manse of Fiunary, the original of Norman MacLeod's

"Manse in the Highlands," and also the scene of one of the famous Highland songs, "Farewell to Fiunary." On the left is Aros Castle, also a stronghold of the Lords of the Isles, where Bruce once took refuge. Beyond is Tobermory Bay, where the flag-ship of the Spanish Armada, the "Florida," was blown up and sank. Tobermory is the capital of Mull.

As the steamer rounds Ardnamurchan Point with its lighthouse, and turns toward Staffa, we see behind us the island Eigg and the mountains in Skye. Stevenson has described this view in his song of the hopeful landing and the sad after-events in Prince Charlie's life:

"Mull was astern, Rum on the port,
Eigg on the starboard bow;
Glory of youth glowed in his soul —
Where is that glory now?"

As we approach Staffa we see the place where many believe the scene of Campbell's "Lord Ullin's Daughter" is laid. They find Loch-na-Keal in Mull, the "dark Loch Goil" of the poem, and at the entrance of the loch the "Ulva's Isle," to which the lovers were escaping when the storm broke upon them.

Then we reach Staffa, and the Gometra men are waiting to row visitors to the caves. Staffa, called the "Isle of Columns," has six caverns,

the chief of which is Fingal's Cave, sixty-six feet high, and extending two hundred and twenty-seven feet into the heart of the island. As we proceed the water looks like a pavement of violet that rises now and again in a long, heavy swell. The roof of the cave is of wonderful coloring that constantly changes in tone and tint. Far within the cave there is a deep, booming sound of the sea. It is here we find the same wonderful causeway that attracted us in Ireland at the "Giant's Causeway." Here also is Fingal's "Wishing Chair." To sit in it and make three silent wishes insures their certain fulfilment.

Half an hour beyond Staffa is Iona, where Columba came in the sixth century, from Ireland, to preach the gospel and to aid the Irish colonists who had come here to escape political troubles at home. We have seen how the Norsemen destroyed the monastery founded by him, and how his bones were taken to Dunkeld in the ninth century. The oldest building in Iona is the chapel of St. Oran, built by Malcolm Canmore's queen, Margaret, in the eleventh century.

The cathedral and St. Mary's Nunnery were built later. For six hundred years Iona was one of the most sacred spots in Europe. This

was the burial-place of at least forty-eight Scotch kings, the last one being Duncan, killed by Macbeth in 1040. Four Irish and eight Norwegian princes were buried here, and many chiefs of the island clans. There were once three hundred and sixty crosses on the island, but only two remain, — MacLean's, near the kirk, and St. Martin's of Tours, in front of the cathedral. They show the little mound in front of the cathedral where St. Columba last looked upon the church, and the grave by the door where his body once lay.

Iona was a sacred island of pagan days; there yet remain proofs of this in legends and superstitions. There is a "Well of Age," which is a fountain that will give immortal youth to one who drinks of its waters; there is a "Well of the Winds," where, after performing certain rites, sailors could be sure of favoring winds for a voyage; and there are "Sounding Stones," which are oracles if listened to.

We return to Oban around the south coast of Mull, and see the Nun's Cave, from which the stone was taken to build the Iona Cathedral, and on the walls of the cave are carvings which are the original designs of the Iona Crosses. At the head of Loch Buie are the old and new

castles of the Maclaine chiefs; Johnson and Boswell were entertained here while on their memorable tour in the Hebrides.

Trip to the North.

From Inverness.

By rail from Inverness to Dingwall on Cromarty Firth, Tain on Dornock Firth, and Lairg on Loch Shin; motor car to Lochinvar over a superb route; David MacBrayne steamer through the island route to Oban and Fort William; *via* Spean Bridge railway route to Invergarry and Fort Augustus; steamer of David MacBrayne on Loch Ness and Caledonian Canal. Tickets:

First cabin, 1st class rail, 59*s.* ($14.75).
" " 3d class rail, 55*s.* 3*d.* ($13.81).

Week's Cruise Among Western Islands.

From Glasgow to Oban by rail. Steamers leave Oban Tuesdays and Fridays about 8 A. M. for this trip. (For information as to exact sailing hour and correct dates, consult David MacBrayne, 119 Hope St., Glasgow.) Oban, Craignure on Mull; Loch Aline in Morven; Salen and Tobermory on Mull; Island of Eigg, Mallaig in North Morar; Inverie in Knoidart; Armadale on Island of Skye; Island of Ornsay; Gleneig, Kyle of Loch Alsh; Broadford, Portree on Island of Skye; Gairloch, Poolewe and Aultbea on Loch Ewe; Ullapool on Loch Broom; Lochinvar; Stornoway, on Lewis Island. Return same route with stops at some additional places; Oban to Glasgow by rail. Tickets for the entire trip, Glasgow to Glasgow: First cabin, 1st class rail, 53*s.* 6*d.* ($13.37). Meals on board steamer, breakfast, dinner, tea, 7*s.* ($1.75) a day.

Other Interesting Places to Visit.

Dumfries. — The "Queen of the South," filled with traditions and stories of Border wars. It was at the altar of Gray Friars that Robert Bruce killed the Red Comyn, and so began the effort to free Scotland from English rule. The men of Dumfries had a famous battle-cry, "Loreburn," and it often led them to victory.

In Burns Street the house is standing where the poet spent his last years, and died; and not far from there is St. Michael's Church, where in the burial-ground his tomb may be visited. He was first buried in the north corner, but in 1815 his body was placed in a vault under a handsome monument that was erected by public subscription, — the Genius of Scotland robes with the mantle of inspiration the poetic husbandman as he stands by his plough.

The idea for this design came from what Burns once said of himself: "The poetic genius of my country found me, as the prophet bard Elijah did Elisha, at the plough, and threw her inspiring mantle over me."

Sweetheart Abbey was founded by the mother of King John Balliol, Devorgilla. Her body lies in the abbey, with the heart of her husband

lying on her breast. She also founded the earliest of the Oxford Colleges — Balliol.

Ecclefechan. — Not far from Gretna Green, the birthplace of Thomas Carlyle, and where he is buried. His tombstone has upon it the name of himself and a younger brother. Jane, his wife, is buried among her own people.

Findon, between Stonehaven and Aberdeen, is noted as being the first place where the preparation of the "Finnan haddies" was attempted. Along this east coast the haddock fishing is extensive. The fish are hung in the smoke of peat fires, which gives them a peculiar flavor that the ordinary smoked haddock does not have.

Gretna. — At the ending of the Debatable Land. The small river Sark is the boundary between England and Scotland. Close to the border is Gretna Green, or Springfield, famous as the place for runaway marriages. High and low took advantage of the opportunity to contract a marriage here. In 1840 the seventh Marquis of Queensberry married at Gretna Green the younger daughter of General Clayton; and his own coachman followed his master's example a few years later. Many of the marriages thus contracted were happy ones. The blacksmith of Gretna who listened to the

declarations of the lovers and pronounced them "married," often made five thousand dollars a year in wedding fees.

Near Gretna is Netherby Hall, the seat of the Grahams, and the scene of the incident Scott relates in his "Young Lochinvar."

Kelso and *Jedburgh.* — Reached from Melrose, on a branch road. The first station on the branch is Maxton, near which is Sandyknowe farm, where Walter Scott's early years were spent with his grandfather, in the hope that country air would make him strong and help his lameness. It was in his impressionable youth that his grandmother's stories of the Border warfare and tragic and romantic incidents took such hold upon his fancy.

Kelso is on a small branch line from Roxburgh Junction, only three miles distant. Scott called Kelso the most beautiful spot in Scotland. It lies on the river Tweed, and the abbey dates from 1128. It is an imposing ruin, with its high square tower; it was destroyed by the English. Scott attended the grammar school at Kelso, and made friendship with the Ballantynes, with whom he afterward became interested in the business of printing and publishing. It was Scott's "Minstrelsy of the Scottish Border" that made him famous as a poet; this was

printed at the Kelso Mail Office in 1802, by James Ballantyne.

Coming back to Roxburgh the route is continued to Jedburgh, picturesquely situated and noted for the bold courage of its people in the Border wars. They had a war-cry that often struck terror to the hearts of their foes — "Jedharts here!" They took a speedy form of trial with their enemies, and there was a proverb among the Scotch on this "Jedhart justice," —

> "Where in the morn men hang and draw,
> And sit in judgment after."

Jedburgh Abbey was founded in the twelfth century. Artists delight to paint its ruins. The central tower is standing, and some of its Gothic windows are superb. In the back part of the town there stands the house where Mary, Queen of Scots, stayed after her visit to Bothwell at Hermitage Castle. The houses are still standing where Wordsworth and Robert Burns lodged when visiting here, and where Prince Charlie also lodged. Sir David Brewster was born in Jedburgh. About six miles from here the author of "The Seasons" and "Rule Britannia," James Thomson, spent the first fifteen years of his life.

Christopher North said that Thomson's "Seasons" was a household book all over Scotland. "The art of seeing," he said, "has flourished for centuries in Scotland. The peasantry — Highland and Lowland — live in the heart of the knowledge and of the religion of nature. Therefore do they love Thomson as an inspired bard, — only a little lower than the prophets."

Kirriemuir — reached either from Perth or Dundee by a branch line of railway from Forfar — is the "Thrums" of J. M. Barrie, so familiar to all who enjoy the famous story of "A Window in Thrums." This window is in the simple cottage where he was born. From Kirriemuir there are pleasant excursions among the Grampian Hills. We are all familiar with "Norval," whose father fed his flocks on the Grampian Hills.

This is a story of romantic interest. Lady Randolph had married Douglas secretly, as her father, Sir Malcolm, hated him and would never have allowed the union. She had a son, and he was sent away to the hills, found by old Norval, a shepherd, and brought up as his own child. Before long Norval discovered that the boy was the son of Lady Randolph by her first husband, Lord Douglas, and so the heir of Sir Malcolm.

When young Norval was eighteen years old

he saved the life of Lord Randolph. Interested in the young man, he tells his simple life-story to Lady Randolph, and she at once realizes that he is her own son. Given a commission in the army by Lord Randolph, he becomes a great favorite, and is bitterly hated by the presumptive heir of Randolph. This Glenalvon tells Lord Randolph that Lady Randolph and young Norval are too familiar. He then waylays Norval and attacks him, but Norval saves himself and kills Glenalvon; then Lord Randolph, in rage, kills Norval, and his wife in her despair tells him the truth, and that Norval was her son. She then throws herself over a precipice and is instantly killed. John Home has left us this story in his "Douglas."

Selkirk, *Ettrick*, and *Yarrow*. — The starting-point being from Selkirk, near Melrose. The beginning of the town was a hunting lodge of the Scotch-Saxon kings. Nearly a hundred of its men perished at Flodden Field. At that battle an English standard was captured by those who survived, which is preserved at Selkirk by a guild of weavers. There is a statue of Sir Walter Scott in the town, and a monument to Mungo Park, the African traveller, who was born near Selkirk.

In old days the forest of Ettrick covered

nearly all this district, and there are some traces of it still. There is a carriage road from Selkirk to the valleys of Ettrick and Yarrow, as far as St. Mary's Loch, which is nineteen and one-half miles distant. In the Vale of Yarrow is Bowhill, the hunting-seat of the Duke of Buccleuch. This noble family got its name from the fact that a hunter, John Scott, seized by the antlers a furious buck that had turned at bay upon Kenneth MacAlpin, King of Scotland, upon one of his hunting-trips. He not only held the buck boldly, but he lifted it and laid it at the King's feet. For this remarkable service and act of homage the King created the hunter John Scott of Buccleuch. Not far from Bowhill is the farm-house of Foulshiels, where Mungo Park was born, and where he stayed for a time just previous to starting upon his last expedition.

The Vale of Yarrow is one of the most beautiful in Scotland, sung by poets, but also the scene of fierce Border strife. Wordsworth said of it, —

> "Nor have these eyes by greener hills
> Been soothed in all my wanderings."

Beyond the gate of Bowhill is the roofless tower of a hunting-seat of James II, which

now belongs to the Duke of Buccleuch. It is the scene in the "Lay of the Last Minstrel," where Scott wrote, —

> "The last of all the Bards was he,
> Who sang of Border chivalry."

In the Vale of Yarrow at Mount Benger farm, the "Ettrick Shepherd," James Hogg, lived for a time, and Altrive farm was his last place of residence. All this section of country he has made familiar to us in his writings.

On this road to St. Mary's Loch is Blackhouse Tower in Douglas Glen, which Sir James Douglas owned, and where he spent much time. This is the Douglas who started for the Holy Land with the heart of Robert Bruce, and fell in fighting the Moors while awaiting a ship to proceed upon his journey.

The ruin of Dryhope Tower was the home of Mary Scott, who was called the "Flower of Yarrow."

> "Our fathers with such beauty fired,
> This matchless fair in crowds admired;
> She reigned alone without a marrow,
> Mary Scott, the flower of Yarrow."

Sir Walter Scott sang of St. Mary's Loch; and in his "Noctes Ambrosianae," Professor Wilson makes a beautiful picture of its pastoral charm.

St. Andrew's. — The "Mecca" for all golf players, a fine city, and superbly situated. It stands on the high, rocky shore, but has a good beach for bathing. The bay is called St. Andrew's. The city has a cathedral, the ruin of an old castle, United College, Madras College, on the site of an old Blackfriars' Monastery, an obelisk in memory of the Protestant martyrs of St. Andrew's, and the University, which is the oldest seat of learning in Scotland, founded in 1413. It is believed that in the fourth century St. Regulus was shipwrecked here on the shore, and that he had with him some of the bones of St. Andrew. The tomb of the saint is in the cathedral at Amalfi, and his head is one of the sacred treasures in St. Peter's at Rome. They show at St. Andrew's the cave where St. Regulus took refuge after his escape from death. Scott speaks of this in "Marmion":

> "To fair St. Andrew's bound,
> Within the ocean-cave to pray,
> Where good Saint Rule his holy lay
> From midnight to the dawn of day,
> Sung to the billows' sound."

It was in St. Andrew's that allegiance was sworn to Edward I, after the defeat of Wallace at Falkirk; and it was here that the Parlia-

ment recognized the legal claims of Robert Bruce.

The finest golf-links in Scotland are those of St. Andrew's, and it is the headquarters for the game. The Old Course is entirely free, and so is the Jubilee Course, but a small charge is made for the Second Course. The rules of the game as followed by the Royal and Ancient Club of St. Andrew's are everywhere considered the authority. This is the first Golf Club — in every regard — of the world. Visitors will find St. Andrew's an ideal place for a prolonged summer visit.

Week-end Rail and Hotel Tickets.

Combined railway and hotel tickets issued by the North British Railway have arrangements as follows: From Friday to Monday, and from Saturday to Monday, dinner on evening of arrival, ending with breakfast on Monday, and with entire service, including bath.

Friday to Monday.

Edinburgh to Ardlui and return:	1st class, 37*s.* ($9.25). 3d class, 33*s.* 8*d.* ($8.41).
Edinburgh to Fort Augustus and return:	1st class, 50*s.* 11*d.* ($12.72). 3d class, 40*s.* ($10.00).
Edinburgh to Inversnaid and return:	1st class, 37*s.* 6*d.* ($9.37). 3d class, 34*s.* 4*d.* ($8.58).
Edinburgh to Melrose and return:	1st class, 36*s.* 3*d.* ($9.06). 3d class, 32*s.* 10*d.* ($8.20).
Edinburgh to St. Andrew's and return:	1st class, 38*s.* 8*d.* ($9.66). 3d class, 33*s.* 6*d.* ($8.37).

Saturday to Monday.

Edinburgh to Ardlui and return:	1st class, 29*s.* ($7.25). 3d class, 25*s.* 8*d.* ($6.41).
Edinburgh to Fort Aguustus and return:	1st class, 41*s.* 11*d.* ($10.47). 3d class, 31*s.* ($7.75).
Edinburgh to Inversnaid and return:	1st class, 27*s.* 6*d.* ($6.87). 3d class, 24*s.* 4*d.* ($6.08).
Edinburgh to Melrose and return:	1st class, 26*s.* 3*d.* ($6.56). 3d class, 22*s.* 10*d.* ($5.70).
Edinburgh to St. Andrew's and return:	1st class, 28*s.* 8*d.* ($7.16). 3d class, 23*s.* 6*d.* ($5.87).

HOTELS.

Ardlui,	Ardlui Hotel.
Fort Augustus,	Lovat Arms or Douglas.
Inversnaid (Loch Lomond),	Inversnaid Hotel.
Melrose,	Melrose Abbey.
St. Andrew's,	Grand Hotel.

TIME DISTANCES.

Edinburgh to London, rail, 8 hours.
" " Glasgow, rail, 1 hour.
Glasgow to Aberdeen, rail, 4¾ hours.
" " Ayr, rail, 1 hour.
" " Dumfries, rail, 1¾ hours.
" " Fort Augustus, rail, 6¼ hours.
" " Fort William, rail, 4¼ hours.
" " London, rail, 8 hours.
" " Melrose, rail, 3 hours.
" " Oban, rail, 4½ hours.
" " Perth, rail, 1½ hours.
" " Stirling, rail, ¾ hour.
" " St. Andrew's, rail, 2½ hours.

Time Distances on Scottish Lochs.

Gourock to Loch Fyne, 3¾ hours.
Ballock (Loch Lomond) to Ardlui, 1¾ hours.

Gourock (Lock Goil) to Lochgoilhead, 1 hour, 35 minutes.
Killin (Loch Tay) to Kenmore, 2 hours by express; steamer, 1½ hours.
Trossachs (Loch Katrine) to Stronachlacher, ¾ hour.

Time Distances — Steamers.

Aberdeen to Leith, 9 hours.
Dundee to Aberdeen, 6 hours.
Fort William to Glasgow, 11 hours.
Leith to Dundee, 5 hours.
Oban to Glasgow, 9 hours.
Stornoway to Kyle, 6 hours.

Time Distances in Coach Trips.

Callander and Trossachs, coach, 2¼ hours.
Stronachlacher on Loch Katrine, to Inversnaid on Loch Lomond, coach, 50 minutes.
Kenmore on Loch Tay to Aberfeldy, coach, 1 hour.
Crianlarich to Ardlui on Loch Lomond, coach, 1½ hours.
Arrochar to Tarbet on Loch Lomond, coach, 20 minutes.
Blairgowrie, Braemer, and Ballater, coach and motor, 2 days; first day, 6¾ hours; second day, 6 hours. Stop is made at Braemer.

Cabin Fares — Steamers.

Berth in 4-berthed cabin-room:
Leith to Aberdeen, 8*s.* ($2.00).
Dundee to Aberdeen, 6*s.* ($1.50).
Leith to Dundee, 6*s.* ($1.50).
Oban to Aberdeen or Leith, 34*s.* ($8.50).
Meals not included. Prices for meals:
Breakfast, 2*s.* (50 cents). Luncheon, 2*s.* (50 cents).
Dinner 3*s.* (75 cents). Tea, 1*s.* 3*d.* (31 cents).
Supper, 1*s.* 6*d.* (37 cents).

Cabin Fares.

Glasgow to Ardrishaig, 100 miles, 5*s.* ($1.25).
" " Ballachulish, 150 miles, 18*s.* ($4.50).
" " Fort William, 200 miles, 20*s.* ($5.00).

Glasgow to Inverness, 250 miles, 33*s.* 6*d.* ($8.37).
" " Tobermory, 150 miles, 18*s.* ($4.50).
" " Stornoway, 350 miles, 35*s.* ($8.75).
Oban to Crinan, 25 miles, 6*s.* 6*d.* ($1.62).
" " Tobermory, 50 miles, 5*s.* ($1.25).
" " Eigg, 100 miles, 10*s.* ($2.50).
" " Thurso, 350 miles, 30*s.* ($7.50).
Fort William to Appin, 50 miles, 5*s.* ($1.25).
" " " Tobermory, 75 miles, 12*s.* ($3.00).
" " " Ardrishaig, 100 miles, 15*s.* 6*d.* ($3.87).
Banavie to Foyers, 50 miles, 10*s.* 6*d.* ($2.62).
" " Inverness, 100 miles, 14*s.* ($3.50).
Inverness to Temple Pier, 25 miles, 2*s.* 6*d.* ($0.62).
" " Banavie, 100 miles, 14*s.* ($3.50).
" " Glasgow, 250 miles, 33*s.* 6*d.* ($8.37).
Tobermory to Eigg, 25 miles, 5*s.* ($1.25).
" " Gairloch, 150 miles, 20*s.* ($5.00).
" " Stornoway, 150 miles, 20*s.* ($5.00).

Tickets good for two months.

Steamers from Glasgow to Cork and Waterford. Tickets, first cabin, 17*s.* 6*d.* ($4.37).

Coaches — Motor Cars — Mail Carts.

Ardrishaig to Ford, 15 miles, 5*s.* ($1.25).
" " Lochgair, 10 miles, 2*s.* 6*d.* ($0.62).
Ballachulish Pier to Glencoe and return, 16 miles, 5*s.* 6*d.* ($1.37).
Lochinvar to Lairg, 48 miles, 10*s.* ($2.50).
Tarbert East to Tarbert West, 2½ miles, 8*d.* ($0.16).
Tarbet to Campbelltown, 39 miles, 10*s.* ($2.50).

Fares, MacBrayne's Steamers.

Tickets, 1st class rail, 1st cabin.

	Single.	*Return.*
Glasgow to Oban,	10*s.* ($2.50)	15*s.* ($3.75).
" " Kyle of Loch Alsh,	22*s.* ($5.50)	33*s.* ($8.25).
" " Stornoway,	30*s.* ($7.50)	45*s.* ($11.25).
" " Lochinvar,	32*s.* ($8.00)	45*s.* ($11.25).

Glasgow to Tarbert, Harris,	32*s.* ($8.00)	45*s.* ($11.25).
" " Fort William,	15*s.* ($3.75)	20*s.* ($5.00).
" " Fort Augustus,	20*s.* ($5.00)	30*s.* ($7.50).
" " Inverness,	25*s.* ($6.25)	40*s.* ($10.00).

Charges in Dining Saloons.

For first cabin and first class passengers:
Breakfast, 2*s.* (50 cents).
Dinner, 3*s.* (75 cents).
Tea (with meat), 2*s.* (50 cents).
Plain tea (in cabin), 1*s.* (25 cents).

Buy railway tickets at the stations, the town offices of the railways, or at the offices of Thos. Cook & Son, Glasgow, 83 Buchanan Street; Edinburgh, 120 a, Princes Street; American Express Co., Glasgow, 30 Gordon Street.

Circular Tickets.

Good for Two Months.

Edinburgh (Princes Street), Ardrossan, or Greenock; steamer to Belfast; rail to Portrush; electric tramway to the Giant's Causeway. Return tickets:

First cabin, 1st class rail, 39*s.* ($9.75).
Steerage, 3d class rail, 19*s.* 6*d.* ($4.87).

Glasgow (Central), Ardrossan, or Greenock; steamer to Belfast; rail to Portrush; electric tramway to Giant's Causeway. Return tickets:

First cabin, 1st class rail, 31*s.* 6*d.* ($7.87).
Steerage, 3d class rail, 15*s.* 6*d.* ($3.87).

Tickets good for Six Months.

Edinburgh (Princes Street) to Dublin (North Wall), *via* Preston, Chester, Holyhead. Tickets:

First cabin, 1st class rail, 58*s.* ($14.50).
" " 3d class rail, 31*s.* ($7.75).

Glasgow (Central) to Dublin (North Wall), *via* Preston, Chester, Holyhead. Tickets:

First cabin, 1st class rail, 55*s.* ($13.75).
" " 3d class rail, 29*s.* 6*d.* ($7.37).

Glasgow — Inverness and Return.

Through cars from Glasgow (Queen Street) to Fort Augustus. Lochs seen *en route:* Gairloch, Loch Long, Loch Goil, Loch Lomond, Loch Ossian, Loch Treig, Loch Lochy, Loch Oich, Loch Ness.

Mountains seen *en route:* The Cobbler, Ben Lomond, Ben Voirlich, Ben More, Ben Doran, Ben Cruachan, Schiehallion, Ben Alder, Ben Nevis.

Through tickets: First cabin, 1st class rail, 25*s.* 7*d.* ($6.39).
Steerage, 3d class rail, 13*s.* 5½ *d.* ($3.36).

Round-trip tickets:
1st class, 41*s.* 5*d.* ($10.35).
Steerage, 3d class, 22*s.* 5*d.* ($5.60).

Tickets sold through July and August. Leave Glasgow, 7.13 A. M. Due at Inverness, 5.15 P. M. Leave Inverness, 7 A. M. Due in Glasgow, 5.20 P. M.

Railway Fares in Scotland.

Aberdeen to Glasgow:	1st class, 25*s.* 6*d.* ($6.37). 3d class, 12*s.* 8*d.* ($3.16).
" " Edinburgh:	1st class, 21*s.* ($5.25). 3d class, 9*s.* 8*d.* ($2.41).
Balloch to Glasgow:	1st class, 1*s.* 10*d.* ($0.45). 3d class, 1*s.* ½*d.* ($0.26).
" " Edinburgh:	1st class, 6*s.* 10*d.* ($1.70). 3d class, 3*s.* 6½*d.* ($0.88).
Edinburgh to Aberdeen:	1st class, 21*s.* ($5.25). 3d class, 9*s.* 8*d.* ($2.41).
" " Benderlock:	1st class, 17*s.* 8*d.* ($4.41). 3d class, 9*s.* 7*d.* ($2.39).
" " Bridge of Allan:	1st class, 6*s.* 6*d.* ($1.62). 3d class, 3*s.* 3*d.* ($0.81).
" " Dumbarton:	1st class, 6*s.* 3*d.* ($1.56). 3d class, 3*s.* 3*d.* ($0.81).

Edinburgh to Dumfries:	1st class, 15*s.* ($3.75). 3d class, 7*s.* 5½*d.* ($1.86).
" " Dunblane:	1st class, 7*s.* ($1.75). 3d class, 3*s.* 4½*d.* ($0.84).
" " Dundee:	1st class, 9*s.* 6*d.* ($2.37). 3d class, 4*s.* 2½*d.* ($1.05).
" " St. Augustus (Spean Bridge):	1st class, 23*s.* 11*d.* ($5.97). 3d class, 12*s.* 9½*d.* ($3.19).
" " Inverness:	1st class, 27*s.* 8*d.* ($6.91). 3d class, 13*s.* 8½*d.* ($3.42).
" " London:	1st class, 57*s.* 6*d.* ($14.37). 3d class, 32*s.* 8*d.* ($8.16).
" " Oban:	1st class, 18*s.* 2*d.* ($4.54). 3d class, 9*s.* 10*d.* ($2.45).
" " Paisley:	1st class, 5*s.* 9*d.* ($1.43). 3d class, 3*s.* ($0.75).
" " Perth:	1st class, 8*s.* ($2.00). 3d class, 3*s.* 10½*d.* ($0.96).
" " Liverpool:	1st class, 60*s.* ($15.00). 3d class, 32*s.* ($8.00).
Fort Augustus to Liverpool (Spean Bridge):	1st class, 51*s.* 7*d.* ($12.89). 3d class, 24*s.* 3½*d.* ($6.07).
" " London:	1st class, 76*s.* 11*d.* ($19.22). 3d class, 42*s.* 11½*d.* ($10.73).
" " Oban:	1st class, 18*s.* 2*d.* ($4.54). 3d class, 9*s.* ½*d.* ($2.26).
" " Spean Bridge:	1st class, 3*s.* 10*d.* ($0.95). 3d class, 1*s.* 11*d.* ($0.47).
Glasgow to Dumfries:	1st class, 13*s.* 3*d.* ($3.31). 3d class, 6*s.* 8½*d.* ($1.67).

Glasgow to Dundee:	1st class, 14*s.* ($3.50). 3d class, 6*s.* 10½*d.* ($1.71).
" " Edinburgh:	1st class, 5*s.* ($1.25). 3d class, 2*s.* 6*d.* ($0.62).
" " Fort Augustus:	1st class, 18*s.* 11*d.* ($4.72). 3d class, 10*s.* 3½*d.* ($2.57).
" " Liverpool:	1st class, 55*s.* ($13.75). 3d class, 27*s.* ($6.75).
" " Inverness:	1st class, 30*s.* 2*d.* ($7.54). 3d class, 15*s.* ½*d.* ($3.76).
" " Perth:	1st class, 10*s.* 6*d.* ($2.62). 3d class, 5*s.* 2½*d.* ($1.30).
" " Paisley:	1st class, 9*d.* ($0.18). 3d class, 6*d.* ($0.12).
" " Leith:	1st class, 5*s.* 2*d.* ($1.29). 3d class, 2*s.* 7*d.* ($0.64).
" " Oban:	1st class, 13*s.* 2*d.* ($3.29). 3d class, 7*s.* 4½*d.* ($1.84).
Inverness to Edinburgh (Spean Bridge):	1st class, 30*s.* 7*d.* ($7.64). 3d class, 15*s.* 11½*d.* ($3.98).
" " Glasgow:	1st class, 25*s.* 7*d.* ($6.39). 3d class, 13*s.* 5½*d.* ($3.36).
Oban to Liverpool:	1st class, 76*s.* 9*d.* ($19.18). 3d class, 39*s.* ($9.75).

Breakfast and Dining Cars.

Breakfast cars for 1st and 3d class passengers will be found on early morning trains from Aberdeen, 6.45, for Edinburgh, Glasgow, and London.

Luncheon and dining cars, for 1st and 3d class passengers, will be found on nearly all the through trains between Glasgow, Edinburgh, and London.

Breakfast, for both classes, 2*s.* 6*d.* (62 cents); luncheon, for both classes, 2*s.* 6*d.* (62 cents); dinner, 1st class, 3*s.* 6*d.* (87 cents); 3d class, 3*s.* (75 cents); tea, with bread and butter, 6*d.* (12 cents).

Luncheon baskets may be obtained, or ordered, at Edinburgh, Glasgow, Gourock, Greenock (Central), Perth, Stirling, and Wemyss Bay. Basket contains: half a chicken, with ham or tongue, or portion of cold roast beef, salad, bread, butter, cheese, with either one-half bottle of claret, two glasses of sherry, bottle of mineral water, or a pint bottle of ale or stout. Price, 3*s.* (75 cents). Price is 6*d.* (12 cents) less if there is no wine, beer, or mineral water supplied. The baskets are to be handed to the guard on the train, for safe return. A tip of 6*d.* (12 cents) should be given for the service of getting and returning the basket. If the basket is obtained from a station guard, 2*d* (4 cents) will be sufficient tip. For the guard for return, 4*d.* (8 cents) will be the right tip.

Hot luncheons may be ordered for the train at Glasgow (Central, also Buchanan Street), Edinburgh (Princes Street), Preston, Crewe, Stafford, Rugby, and Northampton. Price, 3*s.* (75 cents), with wine or beer; 2*s.* 6*d.* (62 cents), without wine or beer.

Breakfast cars between Glasgow (Queen Street), Edinburgh (Waverley), Dundee, and Aberdeen, on early morning trains in both directions; prices same as above. Luncheon and dinner cars, also with afternoon tea, for same service and prices as above, on all through trains.

Corridor Sleeping Cars.

Through sleeping-cars to points in England are run from Aberdeen, Dundee, Perth, Edinburgh, and Glasgow. Price of berths, in addition to 1st class fare, 7*s.* 6*d.* ($1.87). When trains arrive early in the morning sleeping-cars are put on a convenient side-track, and passengers may remain till 8 A. M. Sleeping-cars also to Inverness.

Persons not wishing the accommodation of sleeping-cars may hire rugs and pillows for the night, both for 1st and 3d class cars, by prepaying 6*d.* (12 cents) each for rug and pillow.

Special saloon, or family cars, may be engaged for groups of travellers at the following prices: for a family car, by paying for four tickets at 1st class rates, and four tickets at 3d class rates. For a saloon car, by paying the value of four tickets 1st class rates, and four tickets at 3d class rates. Each passenger must hold a ticket corresponding with the class of car used, and if the party exceeds the number above named, additional fare must be paid for each additional person.

Compartments may be engaged by application to station master, but there must be at least four persons holding through tickets, either with 1st or 3d class tickets. If more than four seats are occupied in a reserved compartment the additional fares must be paid.

Cycling in Scotland.

All the circular tours may be made by the cyclist, and special tickets may be obtained at the several official offices. The roads are superb for the bicycle, and these are readily carried on the Loch steamers.

The routes are so numerous and varied, and are so largely arranged, for individual inclination, that each traveller can best make his own plans at the starting-point.

The cyclist clubs, their publications, and the information obtained directly from the railway and official headquarters, will allow the cyclist to plan detailed trips that will be most satisfactory and delightful.

HOTELS IN SCOTLAND.

Hotels where chamber, lights, attendance, and three meals may be obtained for 12*s.* ($3.00) a day and up, according to position of chamber, are marked with †.

Hotels where the same service will cost 10*s.* 6*d.* ($2.62) a day and up, are marked with *.

Hotels and boarding-places where arrangements may be made for a less price a day are unmarked. A bargain can be made either by letter or in person upon arrival; but a letter in advance is more satisfactory.

Aberdeen.	† Palace Hotel.
"	† Grand Hotel.
"	† Imperial Hotel.
"	Deeside Hydropathic.
"	Waverley Hotel, Guild Street.
Aberfoyle.	† Bailie Nicol Jarvie Hotel.
Appin (Argyleshire).	Station Hotel.
Ardlui.	Ardlui Hotel.
Ardrossan.	Station Hotel. Garage, petrol.
"	Eglinton Arms Hotel.
Arisaig.	* Arisaig Hotel.
Arrochar.	Ross's Hotel.
"	Arrochar Hotel. Garage, petrol.
Ballater.	† Loirston Hotel.
"	† Invercauld Arms Hotel. Garage, petrol.
Banavie.	* Banavie Hotel. Garage.
Berwick-on-Trent.	King's Arms Hotel. Garage, petrol.
Blairgowrie.	† Queen's Hotel. Garage.
"	† Royal Hotel. Coach routes, garage.
Bridge of Allan.	* Philips Royal Hotel. Garage.
" " "	Carmichael's Private Hotel.
Callander.	† Dreadnought Hotel.
"	† Hydropathic. Coach routes.
"	Caledonian Temperance Hotel.
Corpach (Inverness-Shire).	D. Cameron, Small Hotel. Fine view of Ben Nevis.

Corpach (Inverness-Shire.	Corpach Hotel.
Crianlarich.	Crianlarich Hotel.
Doune.	Woodside Hotel. Motor cars for hire. petrol.
Dumfries.	* Woodbank Mansion Hotel. Garage.
Dundee.	* Sutherland Arms Hotel.
Edinburgh.	† Royal Hotel, Princes Street.
"	† Waverley Station Hotel.
"	† Princes Street Station Hotel.
"	† North British Station Hotel.
" (Morningside)	* Braid Hills Hotel.
" (North Bridge)	* Carlton Hotel. Automobile headquarters.
"	Milne's Hotel and Restaurant, 143, 145, and 147 Leith Street.
Edzell (foot of Grampian Hills).	* Panmure Armes Hotel. Garage.
Edzell.	Glenesk Hotel.
Fort Augustus.	† Lovat Arms.
Fort William.	† Station Hotel.
" "	* West End Hotel.
" "	* Argyll Hotel.
Gairloch.	† Gairloch Hotel.
Glasgow.	† Central Station Hotel. Garage.
"	† St. Enoch Station Hotel.
"	† Windsor Hotel.
"	† North British Station Hotel.
"	* Buchanan Street Station Hotel.
"	West End Temperance Hotel, 365 Sauchiehall Street.
"	Hotel Cecil, 128 Trongate.
Greenock.	Tontine Hotel, Ardgowan Square.
Helensburgh.	Imperial Hotel.
"	† Queen's Hotel. Garage.
Inverness.	* Royal Hotel.
"	† Station Hotel.
"	* Alexandra Hotel. Garage.

Inverness.	† Palace Hotel. Garage.
"	Waverley Hotel.
Kenmore (Loch Tay).	* Kenmore Hotel.
Lairg.	Sutherland Arms Hotel. Garage, motor-car trips.
Lanark.	* Clydesdale Hotel. Motor cars for hire, petrol.
"	Victoria and Station Hotel. Garage.
Leith.	Queen's Hotel.
Loch Awe (Argyllshire).	† Loch Awe Hotel. Garage, petrol.
Loch Earn (St. Fillan's).	* Drummond Arms Hotel. Garage.
Loch Katrine.	† Stronachlacher Hotel.
" "	† Trossachs Hotel.
Melrose.	† Waverley Hydropathic.
"	† The Abbey Hotel.
"	* King's Arms Hotel.
Moffat.	Annandale Arms Hotel.
Montrose.	Central Hotel.
"	Montrose Star Hotel.
North Berwick.	* Royal Hotel.
" "	Café Hotel (Temperance).
Oban.	† Station Hotel. Garage.
"	† Great Western Hotel. Garage.
"	† Caledonian Hotel.
"	* King's Arms Hotel.
"	* Argyll Hotel. Garage.
"	* Victoria Hotel.
"	† Marine Hotel.
"	* Royal Hotel. Garage.
"	Glencampa Boarding House. On the Esplanade.
"	Craig-ard Hotel. Terms for Cyclists.
Paisley.	Globe Hotel.
Peebles.	Forrester's Temperance Hotel.
"	Tontine Hotel.
"	† Peebles Hotel, Hydropathic.
Perth.	† Station Hotel. Garage.
"	Waverley Hotel.

Perth.	Moncreiffe Arms Hotel, Princes Street.
Port Errott (Cruden Bay).	* Cruden Bay Hotel.
Portobello.	* Royal Hotel.
Rothesay.	* Royal Hotel.
"	* Bute Arms Hotel.
"	† Glenburn Hydropathic.
"	† Queen's Hotel.
"	* Lorne Hotel.
"	Alexandra Private Hotel.
Selkirk.	Fleece Hotel. Garage.
Shandon (Shore of Gairloch).	† Shandon Hydropathic.
Spean Bridge.	Spean Bridge Hotel.
Stirling.	* Golden Lion Hotel, King Street.
"	* Lennox's Station Hotel. Garage.
"	Douglas Hotel.
"	County Temperance Hotel, Murray Place.
Stornoway.	Lewis Hotel, Mr. Robert Hogg.
"	Imperial Hotel, Mr. M. MacIntyre.
Stranraer.	George Hotel. Terms for cyclists.
Tarbert (Loch Fyne).	Columba Hotel.
Tarbet (Loch Lomond).	* Tarbet Hotel. Garage, petrol.
Ullapool.	† Caledonia Hotel. Garage, petrol.
"	† Royal Hotel.
Trossachs (Loch Katrine).	† Trossachs Hotel.

Boarding Establishments.

Aberdeen.	Mrs. Churton, 1 Regent Quay. Rooms and board. Fine situation.
Ayr.	Dalblair Boarding-House, 16 Dalblair Road.
Brodick (Island of Arran).	Mrs. Latona, Villa Latona.
Brodick (Island of Arran).	Mrs. Thomas Fullarton, Alma Terrace.

Callander.	Miss Ferguson, Muirdson Cottage.
"	Mrs. Shaw, Balnacraig Villa.
Corrie (Bridge of Arran).	Miss Crawford, Eldon Cottage.
Craingendoran.	Queen's Hotel, Herman Schnake.
"	Reynold's Station Hotel.
Crieff.	Kirkfieldbank, Dollerie Terrace, Mrs. Watson.
"	Broomfield Boarding-House, Mrs. Hay Nisbet and Miss Gorman.
Dunbar.	Railway Hotel, William Mayne.
"	Learigg House, 7 Anderson Street.
"	Hillside, Pension, the Misses Dunlop.
Dunfermline.	Wilson's Temperance Hotel, 27 East Port Street.
Dunoon.	Roquebrune, West Bay, Miss Marston.
"	Bay View Boarding House, West Bay, Mrs. Macdonald.
"	Ailsa Tower Boarding-Establishment, Miss J. F. Scott.
Edinburgh.	Apartments, Mrs. Bruce, 12 Atholl Crescent.
"	The Misses Beck, 5 Atholl Crescent.
"	Apartments, Miss Ross, 13 Coates Crescent.
"	Mrs. Wilson, 21 Broughton Street.
"	The Misses Mack, 48 Northumberland Street.
"	Apartments, Mrs. Bell, 17 Castle Street.
Fort Augustus.	Mrs. McLean, Roseholm.
" "	Miss Aitchison, Richmond House.
Fort William.	Orchy Villa, Mrs. McNichol.
" "	St. Olla Villa, Mr. A. Stewart.
" "	Greenhill Villa, Mrs. D. Cameron.
" "	Alexandra Hotel, Miss Robertson.
Glasgow.	Apartments, Mrs. A. McCabe, 20 Bath Street.
"	Coates Private Boarding-House, 3 Bentinck Street.
Greenock.	Buck's Head Hotel, Ed. Butler.
"	Albert Hotel, John Boyd.

Helensburgh.	Apartments, Miss Blackwood, Bellevue Bank.
Inverness.	Royal Bank Buildings, Mrs. Hepburn.
"	Mrs. Murray, Lombard Street, off High Street.
Kinross.	The Green Hotel.
"	Kirtland's Hotel.
Lamlash (Island of Arran).	Clavering House, Thomas McNeish.
Lauder.	Temperance Hotel, Mrs. Bowie.
Melrose.	Eildon House, Mrs. Pringle.
Montrose.	Apartments, White Cross Cottage, Forth Street, Mrs. Campbell.
"	Linda Villa, Miss Carnagow.
Portobello.	Mrs. Ramsay Willis, 12 Pitt Street.
Rothesay.	Westbourne Boarding-House, Upper Craigmore, Mrs. Stephen.
"	Elysium Boarding-Establishment, Craigmore, A. Scott King.
"	Ardoyne Boarding-Establishment, Craigmore, J. W. Muir.
Rumbling Bridge.	Rumbling Bridge Hotel.
St. Andrew's.	Mrs. Davidson, 91 South Street.
"	Apartments, Mrs. Currey, 29 South Street.
St. Boswells.	Florence Villa, Mrs. Stothart.
"	Laburnum Cottage, Mrs. Aitcheson.
Spean Bridge.	Howthorn Villa, Mrs. McDonald.
Whiting Bay (Island of Arran).	Craigielea Boarding-House, Mrs. Logan.
Whiting Bay.	Burlington Boarding-House, John Taylor.

Guide Books for Scotland.

Great Britain, Baedeker, $2.50.

Summer Tours in Scotland and England (London & North Western and Caledonian Railway). Apply to A. G. Ward, Agent, 287 Fifth Ave., New York.

Through Scotland, Caledonian Railway, 2*d*. Apply to A. G. Ward, Agent, 287 Fifth Ave., New York.

Tours in Scotland, North British Railway, 2*d.* (Waverley station, Edinburgh).

Bartholomew's Tourists' Maps, for sale at Railway Bookstalls. Paper, in case, 1*s.*; cloth, in case, 2*s.*

Black's Travelling Map of Scotland, 18 inches by 23, 2*s.* 6*d.*

Shilling Guides, Ward, Lock & Bowden.

Edinburgh.
Glasgow and the Clyde.
East Coast.
South West.
Fifeshire, etc.
Inverness.
Skye, Orkney, etc.
Highlands and Islands.
Abbotsford, Melrose, etc.
Aberdeen, etc.
Ayr, etc.
Oban, Fort William, etc.
Perth, Dundee, etc.
The Trossachs.

Popular Golf Links in Scotland.

Aberdeen. "Victoria Golf Club." Entrance fee, 10*s.* 6*d.* ($2.62). Annual subscription, 7*s.* 6*d.* ($1.87). Visitors, for 2 weeks, 1*s.* 6*d.* (37 cents). 18 holes. Electric cars run to course.

Arrochar. "Arrochar and Tarbet Golf Club." 9 holes. 2*s.* 6*d.* (62 cents) a week.

Banavie and Corpach. "Lochiel Golf Club." 9 holes. 1*s.* (25 cents) a day; 3*s.* (75 cents) a week.

Berwick-on-Tweed. "Berwick-on-Tweed Golf Club." 18 holes. 1*s.* (25 cents) a day; 2*s.* 6*d.* (62 cents) a week; 5*s.* ($1.25) a month.

Blairgowrie. "Blairgowrie Club." 1*s.* (25 cents) a day; 7*s.* ($1.75) a week; 10*s.* ($2.50) for 2 weeks.

Doune. 9-hole course, 6*d.* (12 cents) a day; 2*s.* (50 cents) a week.

Dunfermline. "Canmore Golf Club." 9 holes. 6*d.* (12 cents) a day; 2*s.* 6*d.* (62 cents) a week.

Edinburgh (Morningside). "Braid Hills Golf Club." 18 holes. 2*d.* (4 cents) for regulation ticket.

Fort William. "Lochaber Club." 9 holes. 1*s.* (25 cents) a day.

Glasgow. "The Bellahouston Course." 18 holes. 2*d.* (4 cents) per round.

Lauder. "Lauder Golf Club." 6*d.* (12 cents) a day; 2*s.* 6*d.* (62 cents) a week.

Montrose. Golf course covers 3½ miles. 18 holes. 1*s.* (25 cents) a day; 2*s.* (50 cents) a week.

Oban. Course, 9 holes. 1*s.* (25 cents) a day; 2*s.* 6*d.* (62 cents) a week.

Perth. One of the best courses in Scotland. On the North Inch. Free.

Rothesay. "Glenburn Golf Club." 9 holes. 1*s.* (25 cents) a day; 2*s.* 6*d.* (62 cents) a week.

St. Andrew's. Headquarters for golf. Old course, 18 holes. Free. New course, 18 holes. 1*s.* (25 cents) a day; 5*s.* ($1.25) a week. Golf players who would enjoy the distinction of belonging to the famous "Royal and Ancient Golf Club of St. Andrew's," instituted in 1754, may do so by application and the payment of the entrance fee of £20 ($100). Annual subscription £3 ($15). There are only about a thousand members.

Stirling. "Stirling Golf Club." 9 holes. In the King's Park, where the game has been played since the earliest days. 1*s.* (25 cents) a day; 2*s.* 6*d.* (62 cents) a week.

Salmon and Trout Fishing.

Appin. Achosrigan Burn. Trout fishing preserved. Sport open to visitors at Station Hotel.

Ballachulish and Glencoe. Loch Leven, for salmon and trout. Free. Boats, 2*s.* 6*d.* (62 cents) an hour. 3*s.* (75 cents) to one boatman; the Loch Leven Angling Association pays the other boatman.

Blairgowrie. Loch Marlee. Trout, free. Boats may be hired at hotel.

Callander. River Teith. Salmon and trout. Preserved. 2*s.* 6*d.* (62 cents) for trout; 5*s.* ($1.25) for salmon and trout for season.

Connel Ferry. Black Lochs. Trout and salmon. Preserved. Application to fish may be made at Falls of Lora Hotel.

Dalmally. River Orchy. Trout and salmon. Preserved. Fishing free to persons staying at Woodside Hotel.

Dunblane. River Allan. Salmon and trout. Preserved. Apply to Messrs. Barty, Solicitors, Dunblane, and pay *2s.* 6*d.* (62 cents) a day; and *5s.* ($1.25) a week, for permission to fish.

Killin. Loch Tay. Trout, free. From April 15 to end of May, for salmon £5 ($25) a week.

Lanark. River Clyde. Trout, free.

Loch Awe. Trout and salmon, free.

Loch Lomond. Salmon and trout, also sea trout, pike, and perch, free. Boats, *2s.* (50 cents) an hour. Boatmen, *5s.* ($1.25) a day.

Moffat. St. Mary's Loch. Trout, free. Also Moffat Water. Yellow trout and sea trout, free.

Stirling, River Forth. Salmon and trout. Preserved. For permission to fish apply to David B. Murray, 22 Snowdon Place, Stirling.

Deer Forests and Game.

Nearly one-tenth of the area of Scotland is covered with deer forests. In the Highlands is the red deer; and in the Lowlands the fallow deer is found in the deer forests, particularly in the southwest region.

There are vast moors where the grouse are shot, and pheasants, partridge, and hares are preserved on the great estates for the sport they supply.

Rabbits are found everywhere. In the Lowlands fox-hunting is a fashionable sport. In the wild mountain districts there are beautiful golden eagles, and the white-tailed eagle.

Good Shops — Tea Rooms — Restaurants.

Aberdeen. Bon-Accord Hotel and Restaurant Co., Lt'd, Market Street.

Aberdeen.	Bon-Accord Steam Laundry, Craigshaw. Fine service.
"	Photographer, Hardie, 416 Union Street.
"	Real Scotch toffee, Thompson's, 402 Union Street.
Ayr.	Windsor Restaurant, 254 High Street, table d'hote, 1*s.* 3*d.* (31 cents).
Callander.	Carriages for hire, telephone No. 26, James Black & Son, Glenartney Street.
Edinburgh.	Road maps, Wm. & A. K. Johnston, 2 St. Andrew Square.
"	Edinburgh Café Co., 70 Princes Street, luncheon, 1*s.*; dinner, 2*s.* 6*d.*
"	Motor cars for hire, Peebles Motor Car Co., Ltd., 96 Haymarket Terrace.
"	Café and Grill Room, 9 & 11 Waterloo Place.
"	Kardomah Café, 111 Princes Street. String band daily.
"	Souvenirs and Scotch jewelry, George Watson's, 53 Lothian Street.
Fort William.	Topaz, Cairngorm, and Amethyst stones, Arch McIntyre.
Glasgow.	Rubber goods of every sort, North British Rubber Co., Lt'd, 60 Buchanan Street.
"	Kettledrum luncheon and tea rooms, 106 West George Street.
Inverness.	Tea rooms, 39 Bridge Street, Miss Cook.
"	Old Curiosity Shop, Union Street.
Lamlash (Island of Arran).	Tea rooms, Mrs. Fullarton.
Oban.	Souvenirs of Iona "Cross," registered design, pebbles in brooches and ornaments, John MacGilvray, George Street.
"	Maclachlan's. The Royal Clan Tartan Warehouse. Homespuns, Scotch plaids and clan tartans, costumes, capes, cloaks, suits for sportsmen.

BOOKS ON IRELAND AND SCOTLAND.

The following list is not meant to be a bibliology upon our subject, for it is far from complete. I have simply attempted to give the reader an idea of what the many volumes that I am familiar with contain, thus enabling him to select those that cover the particular field he is interested in.

I have given the publisher and price of each volume so if one is unable to obtain what is wanted at a public library, it may be procured by sending direct to the publisher.

The greater number of books here listed have been written during the last ten years, and thus have the latest data upon their various subjects. There are many volumes of exceptional merit that appeared years ago, but space forbids my mentioning them. Of course the reader knows that Dickens, Thackeray, Hawthorne, and many other great writers have contributed to the subject.

History I have dealt with sparingly, only suggesting a few one-volume works that I thought would be of help. It is needless to say that the better acquainted one is with the history and literature of a country the greater the

pleasure one derives from a visit. I recommend here Andrew Lang's History of Scotland, in four volumes; The Political History of England from 1066 A. D. to 1901, in twelve volumes, edited by William Hunt; Hume's History of England, from the invasion of Julius Cæsar to the Revolution in 1688; Agnes Strickland's Lives of the Queens of England; Freeman's History of the Norman Conquest; Froude's History of England from the Fall of Wolsey to the Death of Elizabeth; Macaulay's History of England from the Accession of James the Second; Guizot's History of the English Revolution; Burnet's History of His Own Time; and, of course, the diaries and correspondence of Samuel Pepys, Esquire, and Mr. John Evelyn, both of whom lived in the days of Charles II. The Memoirs of Count Grammont should be read in connection with Pepys' Diary.

The following list of books may be of service to the reader: —

IRELAND.

A Concise History of Ireland. By P. W. Joyce, LL.D., M. R. I. A. 12mo. 509 pages, 166 illustrations. Price, $1.25. Longmans, Green & Co.

In writing this book the author has generally followed the plan of weaving the narrative round important events and leading personages, and in this way has made a very readable volume.

Ireland, 1494–1868. By William O'Connor Morris. 12mo. 372 pages. Maps. Price, $1.60. Macmillan Co. 1896.

This volume belongs to the Cambridge University's Historical Series. The aim of the series is to sketch the history of modern Europe from about the end of the fifteenth century down to the present time. This volume is devoted to Ireland.

Ireland and Her Story. By Justin McCarthy. 12mo. 190 pages, no illustrations. Price, $1.00. Funk, Wagnalls & Co.

The story of the Irish people, their struggle for liberty, their suffering from official corruption, their persecution by religious intolerance from the earliest times down to the present day.

A Smaller Social History of Ancient Ireland. By P. W. Joyce, M. A., LL.D., M. R. I. A. 12mo. 574 pages, 23 illustrations. Price, $1.25. Longmans, Green & Co.

Treats of the government, military system, law, religion, learning, art, trades, commerce, manners, customs, and domestic life of the ancient Irish people.

The Story of Ireland. By Hon. Emily Lawless. 12mo. 434 pages, 58 illustrations. Price, $1.50. G. P. Putnam's Sons. 1888.

A very readable history of Ireland from the earliest time to the present.

Ireland, Historic and Picturesque. By Charles Johnson. 12mo. 393 pages, 25 photogravures. Price, $3.00. J. C. Winston Co. 1902.

A very entertaining sketch of Irish history, dealing largely with the earliest periods. The book is illustrated by photogravures of the scenery of Ireland.

The Fall of Feudalism in Ireland. By Michael Davitt. 8vo. 751 pages, no illustrations. Price, $2.50. Harper Brothers. 1904.

Describes the struggle of the Irish people to regain possession of the land confiscated under the Cromwellian settlement, which has virtually continued during 250 years. Character sketches, secret history, and many legends and anecdotes are included.

Myths and Folk Lore of Ireland. By Jeremiah Curtin. 12mo. 345 pages. Price, $2.00. Little, Brown & Co. 1889.

Those wishing to study the Gaelic people will find in this volume many tales of folklore which in themselves are fascinating fairy stories.

Hero Tales of Ireland. By Jeremiah Curtin. 12mo. 558 pages. Price, $2.00. Little, Brown & Co. 1894.

The tales in this volume relate to heroes and adventures of an ancient time, and contain elements peculiar to early ages of story telling.

The Isle of the Shamrock. By Clifton Johnson. 12mo. 258 pages, 74 illustrations. Price, $2.00. Macmillan Co. 1901.

A record of the author's first impressions of Ireland. It tells of his tour through the island and describes the people and their manners and customs. Most entertainingly written. It should be read before visiting the country.

The Fair Hills of Ireland. By Stephen Gwynn. 8vo. 416 pages, 34 illustrations. Price, $2.00. Macmillan Co. 1906.

The book is written to advocate intelligent travel in Ireland. It concerns itself with the life of the country, the life that is and was. Many of the places written about are out of the tourist tract.

Romantic Ireland. By M. F. and B. McM. Mansfield. 16mo. 2 volumes, 88 illustrations. Price, $2.40. L. C. Page & Co. 1904.

Beside giving a general survey of the land and its people the author describes Dublin, Kilkenny, Cork, Queenstown, Blarney, Glengariff, Bantry, Killarney, Coast of Limerick, Shannon and its lakes, Galway, Achill, Sligo, Donegal Highlands, Londonderry, Giant's Causeway, Antrim, Down, Belfast, and Armagh.

On an Irish Jaunting-Car. By S. G. Bayne. Harper Brothers. 1902.

Shamrock Land. By P. F. Jones. Moffat, Yard & Co. 1908.

Wanderings in Ireland. By M. M. Shoemaker. G. P. Putnam's Sons. 1908.

Ireland. By F. S. Walker. A. & C. Black. 1905.

SCOTLAND.

History of Scotland. By Peter Hume Brown, M.A., LL.D. 12mo. 2 volumes, 11 maps. Price, $1.50. Macmillan Co. 1902.

The first volume is devoted mainly to the early and mediæval history, bringing it down to the accession of Mary Stuart. The second volume carries the history on to the revolution of 1689, after which the reader must consult English history. These volumes belong to the Cambridge University's Historical Series.

The Story of Scotland. By John Mackintosh, LL.D. 12mo. 336 pages, 60 illustrations. Price, $1.50. G. P. Putnam's Sons. 1890.

The history of Scotland from the earliest time to the present century entertainingly told.

Scotland of To-day. By T. F. Henderson and F. Watt. 12mo. 399 pages, 44 illustrations. Price, $2.00. James Pott & Co. 1907.

Describes Scotland and the Scotch of the present, in their relation to the past. The views of Burns, Scott, the Stuarts, Covenanters, and legends are considered. Scotch scenery in its most representative aspect — Highland, Lowland, and the Border — is described and the chief characteristics of its different cities and towns are dwelt upon.

The Land of the Heather. By Clifton Johnson. 12mo. 258 pages, 78 illustrations. Price, $2.00. Macmillan Co. 1903.

One of the most informing books about Scotland and the conditions of the people in the country and small towns that has been written. The author describes his visit to Drumtochty, Perth, Kinross, Edinburgh, Thrums, Scottish Lakes, Isle of Mull, Skye, Galloway, etc.

Edinburgh and Its Story. By Oliphant Smeaton. 8vo. 394 pages, 114 illustrations. Price, $6.00. Macmillan Co. 1904.

The story of the city of Edinburgh from its foundation to the present day. The volume is superbly illustrated in color, and by pen and ink.

Royal Edinburgh. By Mrs. Oliphant. 12mo. 520 pages, 60 illustrations. Price, $2.50. Macmillan Co. 1890.

A most comprehensive account of the development of Edinburgh, its history, its saints, kings, prophets, poets, etc., under Margaret of Scotland, the Stuarts, the Prophets, and the English rule.

Edinburgh under Sir Walter Scott. By W. T. Fyfe. 8vo. 314 pages, no illustrations. Price, $3.00. E. P. Dutton & Co. 1907.

Besides giving an outline of Sir Walter's life it depicts Edinburgh as it was in his day, together with its social life.

Scotland's Ruined Abbeys. By Howard Crosby Butler. 12mo. 287 pages, 79 illustrations. Price, $2.50. Macmillan Co. 1900.

The purpose of this book is to place in convenient form for the student an accurate, though necessarily brief, history of each of the more important abbeys with a description of its structure.

Castles and Keeps of Scotland. By Frank Roy Fraprie. 8vo. 411 pages, 51 illustrations. Price, $3.00. L. C. Page & Co. 1907.

A description of sundry fortresses, towers, peels, and other houses of strength built by the princes and barons of old times in the highlands, islands, inlands, and borders of Scotland.

The Highlands and Islands of Scotland. Painted by W. Smith, Jr., described by A. R. H. Moncrieff. 8vo. 231 pages, 40 colored plates. Price, $3.50. Macmillan Co., New York; A. & C. Black, London.

A beautifully illustrated volume dealing with the West Highlands of Scotland.

Bonnie Scotland. Painted by Sutton Palmer, described by A. R. H. Moncrieff. 8vo. 231 pages, 75 colored plates. Price, $6.00. Macmillan Co., New York; A. & C. Black, London.

The illustrations are a most valuable feature of the volume. The book deals with that part of the Highlands and Lowlands most familiar to the tourist.

Edinburgh. By J. Fulleylove. A. & C. Black. 1904.

Literary Landmarks of Edinburgh. By Lawrence Hutton. Harper Brothers. 1891.

Royal Edinburgh. By M. O. W. Oliphant. Macmillan Co. 1890.

GUIDES AND HELPS.

Practical European Guide. By M. D. Frazar. 16mo. 256 pages, no illustrations. Price, $1.00. Small, Maynard & Co. 1907.

A volume which gives practical information about travel, such as steamship fares, railroad fares over all of Europe, hotel and boarding-house rates, selected routes and costs, sight-seeing trips in cities and towns, important personal advice and information, and books to read. The volume covers the Continent and part of the Mediterranean.

A Trip to England. By Goldwin Smith. 16mo. 136 pages, 6 illustrations. Price, $1.00. Macmillan Co. 1892.

A little volume full of interesting data about history, cathedrals, parish churches, monasteries, castles, city walls, manor houses, universities, schools, palaces, army and navy, country life, climate, manufacturing towns, railway travel, London, clubs, society, art, science, etc. Object, to prepare the tourist to see England.

How to Prepare for Europe. By H. A. Guerber. 16mo. 527 pages, 117 illustrations, and maps. Price, $2.50. Dodd, Mead & Co. 1907.

Designed to serve as an advance guide of what mental and material preparation is best for a European trip. The wise tourist should be trained before the tour begins. The volume is a handbook of historical, literary, and artistic data, together with much practical advice.

The Autocar Log Book. Published by Charles Letts & Co. 3 Royal Exchange, London. Price, 3*s*.

Vest pocket, leather-cased record-book containing a list of towns, hotels, petrol agents, and repair depots in England, together with tabulated tables of distances, etc.

English Architecture. By Thomas Dinham Atkinson. 12mo. 236 pages, 200 illustrations. Price, $1.25. E. P. Dutton & Co. 1905.

The volume may be called the grammar of English Architecture. It traces the gradual development of architecture so far as to enable the reader to discriminate the style and thus to recognize approximately the date of any building he may visit.

Church Building. By Ralph Adams Cram. 8vo. 227 pages, 132 illustrations. Price, $2.50. Small, Maynard & Co. 1901.

A study of the principles of architecture in their relation to the church. Examples of good and bad church buildings are given, including many of the English cathedrals, as well as some of the American churches.

Coaching Days and Coaching Ways. By W. Outram Tristram. 12mo. 376 pages, 214 pen sketches. Price, $1.50. Macmillan Co. 1893.

Mr. Tristram takes us back to the old coaching days, their roads and taverns. He gives us glimpses of the social life passing to and fro, in all kinds of costumes, according to the age, of highwaymen, of fine ladies, and the nobility. He tells us many a bit of gossip and history. The illustrations are of exceptional merit.

Occasional Papers. By Henry B. Irving. 12mo. 225 pages, no illustrations. Price, $1.50. Small, Maynard & Co. 1907.

The following chapters are of interest to one preparing to enjoy England: The English Stage in the Eighteenth Century, and Colley Cibber's Apology.

The Scenery of England. By The Right Hon. Lord Avebury. 8vo. 534 pages, 184 illustrations, and charts. Price, $2.50. Macmillan Co., New York and London.

The geological cause of the scenery of England, Scotland, and Wales is interestingly described in this volume.

How to Study Pictures. By Charles H. Caffin. 8vo. 513 pages, 56 illustrations. Price, $2.00. Century Co. 1904.

A volume by a leading art critic, giving comprehensive knowledge of the history, biography, and development of the pictorial art.

The Art of the National Gallery. By J. W. Addison. 12mo. 389 pages, 48 illustrations. Price, $2.00. L. C. Page & Co. 1905.

Description of the chief art treasures of the National Gallery, London, together with the history and some account of the artists.

The Book of Elizabethan Verse. Edited by William Stanley Braithwaite. 16mo. 823 pages. Bible paper. Price, $2.00. Small, Maynard & Co. 1907.

The first comprehensive anthology of the greatest period of English poetry. Contains over 700 selections from 124 authors living in Elizabeth's reign. Such a book gives the reader a glimpse of the civilization of the period. The volume contains a short account of each author's life.

A Book of Noble Women. By E. M. Wilmot Buxton. 12mo. 307 pages, 16 illustrations. Price, $1.50. Small, Maynard & Co. 1907.

The volume contains sixteen short biographical sketches, eleven of which are English: Mary, Queen of Scots, Hannah More, Fanny Burney, Elizabeth Fry, Jane Austen, Dorothy Wordsworth, Mary Somerville, Charlotte and Emily Brontë, Sister Dora, and Elizabeth Barrett Browning.

The Little Guides. Methuen & Co., 36 Essex St., Strand, London.

A series of dainty little local guide-books, illustrated, size 6¼ × 4 inches, about 200 pages each, cloth, 3s.
The volumes give description of country, situation, physical features, flora and fauna, climate, inhabitants, industries, history, archæology, and account of chief towns and places of interest arranged in alphabetical order. A valuable series.
Titles:

Shakespeare's Country, by B. C. A. Wendle, F.R.S.
The Malvern Country, by B. C. A. Wendle, F.R.S.
Suffolk, by W. A. Dutt.
Norfolk, by W. A. Dutt.
Sussex, by F. G. Brabant.
Cornwall, by A. L. Salmon.
English Lakes, by F. G. Brabant.
Kent, by George Clinch.
Hertfordshire, by H. W. Tompkins.
Buckinghamshire, by E. S. Roscoe.
Derbyshire, by J. C. Cox, LL.D.
The North Riding of Yorkshire, by J. E. Morris.
The East Riding of Yorkshire, by J. E. Morris.
West Riding of Yorkshire, by J. E. Morris.
Hampshire, by J. C. Cox, LL.D.
Isle of Wight, by George Clinch.
Shropshire, by J. A. Macklin.
Oxford and Its Colleges, by J. Wells, M.A.
Cambridge and Its Colleges, by A. H. Thompson.
Westminster Abbey, by G. E. Troutbeck.
St. Paul's Cathedral, by Beatrice Alcock.
Cheshire, by W. M. Gallichan.
Dorset, by T. R. Heath.
Middlesex, by J. B. Firth.
Northamptonshire, by Wakeling Dry.
Oxfordshire, by F. G. Brabant.
Surrey, by F. A. H. Lambert.
Berkshire, by F. G. Brabant.
Gloucestershire, by C. G. Ellaby.
Kerry, by C. P. Crane.
London, by George Clinch.
Somerset, by C. W. & J. H. Wade.

Highways and Byways Series. 8vo. 16 volumes, illustrated by pen sketches, and maps. Price, $2.00 each. Macmillan Co., New York and London.

A fascinating series crammed full of interest and entertainment. To be heartily recommended to those wishing to study the country leisurely by motor cycle, automobile, carriage, or on foot.

The books cause one to linger in township and by roadside to listen to historical and antiquarian tales.

Highways and Byways in London, by Mrs. E. T. Cook.
Highways and Byways in Hertfordshire, by H. W. Tompkins.
Highways and Byways in Sussex, by E. V. Lucas.
Highways and Byways in Oxford, by H. E. Evans.
Highways and Byways in Berkshire, by J. E. Vincent.
Highways and Byways in Derbyshire, by J. B. Firth.
Highways and Byways in Dorset, by F. Treves.
Highways and Byways in English Lakes, by A. G. Bradley.
Highways and Byways in East Anglia, by W. A. Dutt.
Highways and Byways in North Wales, by A. G. Bradley.
Highways and Byways in South Wales, by A. G. Bradley.
Highways and Byways in Donegal & Antrim, by S. Gwynn.
Highways and Byways in Devon & Cornwall, by A. H. Norway.
Highways and Byways in Yorkshire, by A. H. Norway.
Highways and Byways in Kent, by W. Jerrold.

The Pilgrimage Series. 12mo. 8 volumes, many illustrations. Price, $2.00. Macmillan Co., New York; A. & C. Black, London.

Those who enjoy following the footsteps of famous writers and who wish to become intimate with the scenes they describe will find these volumes of unusual interest. The volumes teem with interest for the traveller of to-day. The titles are:

The Scott Country, by W. S. Crockett.
The Burns Country, by C. S. Dougall.
The Dickens Country, by F. G. Kitton.
The Thackeray Country, by L. Melville.
The Hardy Country, by C. G. Harper.
The Ingoldsby Country (Kent, etc.), by C. G. Harper.
The Canterbury Pilgrimage, by H. S. Ward.
The Blackmore Country (Devonshire and Somerset), by T. J. Small.

Medieval Town Series. 16mo. Each volume fully illustrated. Price, cloth, $1.50; limp leather, $2.00. Macmillan Co., New York; J. M. Dent & Co., London.

A series of delightful books which are to be highly recommended. They contain the stories of the cities from the earliest time to date, together with much antiquarian lore and modern description. They are well worth reading while on the spot. The titles that interest us in this work are:

London, by Henry B. Wheatley.
Oxford, by Cecil Headlam.
Cambridge, by C. W. Stubbs.
Edinburgh, by O. Smeaton.
Dublin, by D. A. Chart.

Dent's County Guides. Edited by George A. B. Dewar. 16mo. About 350 pages, each illustrated, numerous maps. Price, 50 cents. E. P. Dutton & Co., New York; J. M. Dent & Co., London.

Superb rural county guides. Each volume contains a number of delightful itineraries, with detailed description of routes, and the historical and literary associations of the same. In addition to the itineraries a chapter is devoted to each of the following subjects: Cycling, Geology, Entomology, Flowers, Birds, Fishing, and Shooting. A splendid gazetteer is included in each volume in addition to numerous road-maps. Just the thing for a motor or cycle trip. The titles of those to be obtained in America are:

Norfolk, by W. A. Dutt.
The Lake Counties, by W. G. Collingwood.
Surrey, by Jerrold.
Hampshire with Isle of Wight, by G. A. B. Dewar.

The Temple Topographies. 16mo. About 100 pages each, pen illustration. Price, 50 cents. E. P. Dutton & Co., New York; J. M. Dent & Co., London.

Dainty little volumes descriptive of the following places:

Selborne (*Gilbert White's*), by H. W. Tompkins.
Stratford-on-Avon, by H. W. Tompkins.
Knutsford (*Cranford*), by G. A. Payne.
Broadway, by A. Gissing.
Evesham, by E. H. New.

Cathedral Series. 12mo. Illustrated. Price, 60 cents per volume. Macmillan Co., New York; George Bell & Sons, London.

A series of handy volumes descriptive of the English cathedrals and their history. The following titles are ready:

Bangor,	Bristol,	Canterbury,
Carlisle,	Chester,	Chichester,
Durham,	Ely,	Exeter,
Gloucester,	Hereford,	Lichfield,
Lincoln,	Llandaff,	Manchester,
Norwich,	Oxford,	Peterborough,
Ripon,	Rochester,	Salisbury,
Southwell,	St. Asaph,	St. Albans,
St. David's,	St. Paul's,	St. Patrick,
Southwark,	Wells,	Winchester.
Worcester,	York,	

The Ruined Abbeys of Great Britain. By Ralph Adams Cram. 8vo. 314 pages, 67 illustrations. Price, $2.50. James Potts & Co. 1905.

Describes and gives historical sketches of the following abbeys: Fountains, Glastonbury, Netley, Whitby, Beaulieu, Tintern, Gisburgh, Bolton, Jedburgh, Kelso, Byland, Melrose, Dryburgh, Kirkstall, St. Mary's, York, Lindisfarne, Malmesbury, Our Lady of the Fountain.

Handbook of English Cathedrals. By Mrs. Schuyler Van Rensselaer. 12mo. 483 pages, 118 illustrations. Price, $2.00. Century Co. 1893.

A valuable book, giving the history and describing the architecture of the following towns and cathedrals: Canterbury, Peterborough, Durham, Salisbury, Lichfield, Lincoln, Ely, Wells, Winchester, Gloucester, York, and London.

English Cathedrals Illustrated. By Francis Bond. 12mo. 314 pages, 180 illustrations. Price, $2.50. J. B. Lippincott Co., Philadelphia, New York; George Newnes, London.

A volume designed to make the study of the English cathedrals interesting.

Road Books.

The Car Road-Map of England, Scotland, Ireland and Wales. Published by The Car Illustrated, Limited, 168 Piccadilly, London, W. Price, $1.30 post paid.

One of if not the best motor-road maps published of Great Britain and Ireland. Size, 39 × 34 inches.

The Car Road-Book and Guide. Edited by Lord Montagu. Published by The Car Illustrated, Limited, 168 Piccadilly, London, W., England. Price, 13*s*. Volume bound in calf, with compass and Road Map of British Islands.

An encyclopædia of motoring: 131 routes described; 280 marginal maps; list of places of interest. Map 39 × 34, compass in binding of volume. Rules of road, speed limits, gazetteer, etc. Very valuable book.

The British and Irish Road-Books. 6 volumes. Published by the Cyclists' Touring Club, 47 Victoria St., Westminster, London, England. For cyclists rather than automobilists.

The volumes contain a minute and detailed description of all the main as well as the important subsidiary routes through the areas treated of. The information they contain is based upon reports furnished by cyclists having intimate knowledge of direction, surface, gradients of road described, and distances.
Vol. I deals with the southern and southwestern counties, south of the main road from London to Bath and Bristol. Price, 4*s*.
Vol. II embraces the eastern and midland counties, including the whole of Wales. Price, 6*s*.
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